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FIFTH ANNUAL REPORT

OF THE

COMMISSIONERS OF RAILROADS

TO THE

GOVERNOR OF NORTH DAKOTA, *Public*
Service Commission

FOR THE

YEAR ENDING DECEMBER 31, 1894

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BOARD OF RAILROAD COMMISSIONERS.

PETER CAMERON, Chairman,
NELS P. RASMUSSEN,
B. B. STEVENS.

FINLAY GRANT, Secretary.

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STATE OF NORTH DAKOTA.

OFFICE OF COMMISSIONERS OF RAILROADS, }
BISMARCK, December 31, 1894. }

To the Hon. E. C. D. Shortridge, Governor of the State of North Dakota:

DEAR SIR: We herewith respectfully submit a report of the work of the board of railroad commissioners of the state of North Dakota for the year ending December 31, 1894, together with the annual reports of the railroad corporations operating within this state.

By a provision of Chapter 67, of the Laws of North Dakota, that received executive approval March 6, 1893, it is determined that, "the fiscal year for the state of North Dakota shall commence on the first day of July and end on the 30th day of June of each year, and all reports required annually or biennially by any state officer shall be made to and include the 30th day of June preceding." This law does not specifically repeal the authority under which former reports of this office were issued, which authority is contained in Section 18 of Chapter 122, of the Laws of 1890, and provides "that such commissioners shall on or before the first day of December in each year, and oftener if required by the governor to do so, make a report to the governor of their doings for the preceding year." However, it was the opinion of the attorney general that the regular report of this board should be made in accordance with Section 1, Chapter 67, of the Laws of 1893.

The third annual report of this office was made to cover the year ending December 31, 1892. That left but six months of the year 1893 to be covered by a regular report, as contemplated by the law of 1893. As practically all of the work of this office was then in process of adjustment, it was deemed inexpedient to prepare so incomplete a report as must necessarily be made at that time, or to incur the expense of issuing the regular tabulated reports of the railroad companies operating within the state, an expense that was the more unnecessary from the fact that the last report, containing for

the most part the same matter, had only been from the the press a few months. The board therefore concluded that a brief summary of the work of this office during the year 1893 would be sufficient, and made the regular Fourth Annual Report a special pamphlet report, briefly covering the work of the office and the reports of the railroad companies. In line with that, and to maintain a uniformity in the time covered in the reports of this office, the present report is made to cover the full year of 1894, with the addition of such summarized record of the work of the year 1893 as is necessary to make these reports complete.

All of which is most respectfully submitted.

PETER CAMERON,
Chairman.

N. P. RASMUSSEN,
B. B. STEVENS,
Commissioners.

Attest: FINLAY GRANT, Secretary.

PART I.

RAILROAD REPORTS

FOR THE

YEARS ENDING JUNE 30, 1893, AND JUNE 30, 1894.

SUMMARY OF REPORTS OF COMPANIES FOR THE YEAR ENDING JUNE 30, 1893.

Reports were received from the six companies operating railways and doing business in the state of North Dakota, covering the fiscal year ending June 30, 1893, as follows:

Northern Pacific Railway Company.

Great Northern Railway Company.

St. Paul, Minneapolis & Manitoba Railway Company.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

Chicago, Milwaukee & St. Paul Railway Company.

Chicago & Northwestern Railway Company.

The full tabulated reports are omitted from this report, but so much of them as refer to the operation in this state of the various roads are summarized in the following:

NORTHERN PACIFIC RAILROAD COMPANY.

The gross earnings of the road from operation were \$24,135,186.03; the income from other sources was \$1,941,488.20; the operating expenses amounted to \$14,621,466.47; the deductions from income for interest, rents, taxes, sinking fund, etc., amounted to \$12,345,463.44; this shows a deficit of \$889,255.67.

A recapitulation of the funded debt shows \$130,545,500 of mortgage bonds outstanding, as against \$125,732,500 by the previous report.

A recapitulation of the total indebtedness of the road for the mileage owned shows the amount outstanding to be \$218,685,631.42, or \$64,031.16 per mile; for the mileage operated by the road the amount of indebtedness outstanding is \$270,676,650, or \$59,212.96 per mile.

By the previous report the total amount outstanding on mileage owned was \$214,296,750.05, or \$65,349.71 per mile; on the mileage operated it was \$267,819,805.59, or \$60,737.55 per mile.

The earnings from operation in the state of North Dakota show the total passenger earnings to be \$1,020,076.92, the total freight

earnings \$3,012,377.85, and other earnings \$32,769.86, or a total gross earnings for the state of \$4,065,224.63, as against a total gross earnings by the previous report of \$4,167,150.38.

The total number of employes (excluding general officers) in the state was 1,637, as against 1,826 by the previous report; the total yearly compensation was \$1,159,568.94, as against \$1,179,129.30 by previous report; the average daily compensation was \$2.09, as against \$2.06 by previous report.

The total gross earnings in this state per mile was \$4,722.72, and the total expense of operation per mile \$2,816.14. The previous year the earnings per mile amounted to \$4,841.07, and the expense \$2,640.66.

The total mileage in the state is 866 miles, as against 860.79 miles by the previous report.

There were 504,694 tons of new steel rails laid in this state, and 181,037 new ties.

There were 8 persons killed and 24 injured by accidents along the line in this state, as follows: Employes, 3 killed and 19 injured; passengers, 1 killed and 2 injured; trespassers, 4 killed and 3 injured.

GREAT NORTHERN RAILWAY COMPANY.

The gross earnings of this company from operation were \$13,562,692.24, the income from other sources was \$979,041.22; the operating expenses amounted to \$7,335,417.15; there was no interest paid on funded debt or other liabilities, as the company operates the lines of the St. Paul, Minneapolis & Manitoba Railway company under a rental; there was paid for rentals and taxes the sum of \$5,023,385.36; this shows a surplus from the operations of the year, after paying dividends, of \$1,182,330.05.

The funded debt amounts to \$15,000,000.

The total amount of indebtedness outstanding, including capital stock, is \$35,000,000.

The earnings from operation in the state of North Dakota show the total passenger earnings to be \$734,110.81, the total freight earnings \$2,090,934.55, and other earnings \$2,364, or a total gross earnings for the state of \$2,827,409.36, as against a total gross earnings by the previous report of \$3,286,338.67.

The total number of employes (excluding general officers) in the state was 1,424, as against 1,018 by the previous report; the total yearly compensation was \$877,498.74, as against \$563,923.94; the average daily compensation was \$1.91, as against \$1.70 by the previous report.

The total gross earnings per mile in this state was \$2,720.08, and the total expense of operating per mile \$1,810.84. The previous year the earnings per mile amounted to \$3,169.08, and the expense \$1,993.46.

The total mileage in the state is 1,039.46 miles, the same as by the previous report.

There were 6,277,547 tons of new steel rails laid in this state, and 256,313 new ties.

There were 13 persons killed and 18 injured by accidents along the line in this state as follows: Employes, 8 killed and 11 injured; passengers, 2 killed and 4 injured; trespassers, 3 killed and 3 injured.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY.

The St. Paul, Minneapolis & Manitoba Railway Company having leased their lines to the Great Northern Railway Company has become thereby a subsidiary company, and is required to make but a financial report to this office.

The recapitulation of funded debt shows \$70,310,754.54 of mortgage bonds outstanding, as against \$69,194,654.54 by the last report.

The recapitulation of the total indebtedness of the road for the mileage owned shows the total amount outstanding to be \$104,101,840.02, or \$27,696.82 per mile. By the previous report the total indebtedness of the road outstanding was \$88,194,654.54 or \$25,212.22 per mile.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROAD COMPANY.

The gross earnings of the road from operation were \$3,453,396.81; the operating expenses amounted to \$2,348,151.98; the deduction from income for interest, rents, taxes and improvements amounted to \$1,084,528.69; this shows a surplus of \$20,716.15, as against a deficit by the previous report of \$111,003.47.

A recapitulation of the funded debt shows \$28,847,000 of mortgage and income bonds outstanding, as against \$23,371,000 by the last report.

A recapitulation of the total indebtedness of the road for the mileage owned shows the amount outstanding to be \$50,133,598.44, or \$52,286.51 per mile; for the mileage operated by the road this amount of indebtedness outstanding is \$52,479,111.40, or \$53,662.87 per mile.

By the previous report the total amount outstanding on mileage owned was \$43,704,215.70 or \$49,458.74 per mile; for the mileage operated it was \$46,053,354.86, or \$52,117.19 per mile.

The earnings from operation in the state of North Dakota show the total passenger earnings to be \$39,702.35, the total freight earnings \$218,851.20, and all other earnings \$3,630.55, or a total gross earnings for the state of \$222,481.75, as against a total gross earnings by the previous report of \$100,962.90.

The total number of employes (excluding general officers) in the state was 509, as against 291 by the previous reports; the total yearly

compensation was \$289,539.05, as against \$165,990.06 by the previous report; the average daily compensation was \$1.51, as against \$1.82 by the previous report.

The total gross earnings in this state per mile was \$895.01, and the total expense of operation per mile \$632.68. By the previous report the earnings per mile amounted to \$530.60, and the expense \$691.81.

The total mileage in the state is 284.58 miles, as against 190.15 miles by the previous report.

There were 2 tons of new steel rails laid replacing old, and 14,369 new ties.

There were no persons killed, but 18 injured by accident along the line in this state as follows: Employees, 17 injured, and 1 trespasser injured.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

The gross earnings of the road from operation were \$32,718,629.35; the operating expenses amounted to \$21,291,738.03; the deductions from income for interest, taxes and sinking fund amounted to \$7,411,193.37; this shows a surplus on the year's operations of \$880,247.93.

A recapitulation of the funded debt shows \$117,100,500 of mortgage and debenture bonds and miscellaneous obligation outstanding, as against \$114,364,500 by the last published report.

A recapitulation of the total indebtedness of the road for the mileage owned shows the amount outstanding to be \$186,410,990.36, or \$43,624.60 per mile. By the previous report the total amount outstanding was \$180,890,320.53, or \$42,332.63 per mile.

The earnings from operation in the State of North Dakota show the total passenger earnings to be \$4,739.44, the total freight earnings \$1,626.56, and other earnings \$50, or a total gross earning for the state of \$6,416, as against a total gross earnings by the previous report of \$7,707.72.

The total number of employees (excluding general officers) in the state was 16, as against 14 by the previous report; the total yearly compensation was \$7,360.03, as against \$5,719.52 the previous year; the average daily compensation was \$1.47, as against \$1.31 the previous year.

The total gross earnings per mile in this state was \$449.30, and the total expense of operating per mile (proportional) \$4,982.77. By the previous report the earnings per mile amounted to \$504.74, and the expense (proportional) \$4,626.31.

The total mileage in the state is 14.28 miles, the same as by previous report.

There were 2,539 new ties laid during the year.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

The gross earnings of the road from operation were \$34,203,598.86; the operating expenses amounted to \$21,658,332.05; the deductions from income for interest and taxes amounted to \$8,145,005.96; this shows a surplus on the year's operation of \$932,735.13.

A recapitulation of the funded debt shows \$130,805,500 of mortgage and income bonds and miscellaneous obligations outstanding, as against \$129,195,000 by the last published report.

A recapitulation of the total indebtedness of the road for the mileage owned shows the amount outstanding, including capital stock, bonds and other liabilities, to be \$211,904,738.79, or \$37,019.55 per mile. By the previous report the total amount outstanding was \$199,587,161, or \$35,001.11 per mile mile.

The report of this road as filed with this office gives the earnings from operation in the state of North Dakota upon a proportional basis of the whole earnings of the entire system, which is of no use in the present compilation. The actual earnings of the road for the year were \$84,354.69 for this state, while the proportional table supplied in the report is on a basis of a total earnings for the state of \$678,334.62, a basis so far from the actual facts as to be worthless for purpose of comparison.

The road has 470 employes in the state, who, on a proportional estimate receive a total yearly compensation of \$285,127.01, or a daily average compensation of \$1.94.

The total mileage operated in the state is 118.21 miles, the same as by the last report.

There were 821 tons of new steel rails, and 34,912 new ties put down during the year to replace old ones.

No accidents occurred on the line in this state.

REPORTS
OF THE
RAILROAD COMPANIES
FOR THE
YEAR ENDING JUNE 30, 1894.

These Reports are all subscribed and attested to by the proper
officials of the companies making the reports.

ANNUAL REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1894.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? T. F. Oakes, H. C. Payne and W. C. Rouse, Receivers, Northern Pacific Railroad Company.

2. Date of reorganization? September 29, 1875.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chartered by act of congress July 2, 1864.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company, chartered by congress July 2, 1864.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
I. W. Anderson.....	Tacoma, Wash.....	October, 1894
August Belmont.....	New York.....	October, 1891
J. H. Harding.....	Philadelphia.....	October, 1891
Marcellus Hartley.....	New York.....	October, 1894
Brayton Ives.....	New York.....	October, 1894
Donald Mackay.....	New York.....	October, 1894
August Rutten.....	New York.....	October, 1894
W. F. Sanders.....	Helena, Mont.....	October, 1894
Winthrop Smith.....	Philadelphia....	October, 1894

Total number of stockholders at date of last election? 7,721.

Date of last meeting of stockholders for election of directors? October 19, 1893.

Give postoffice address of general office? 17 Broad Street, New York.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. A. Barker; title, general auditor; address, 17 Broad street, New York.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
Receivers	T. F. Oakes	New York
	H. C. Payne	Milwaukee
	H. C. Rouse	New York
President	Brayton Ives	New York
Secretary	G. W. Board	New York
Treasurer	G. S. Baxter	New York
General Counsel	James McNaught	New York
Comptroller	John Scott	New York
General Auditor	J. A. Barker	New York
Assistant General Auditor	M. P. Martin	St. Paul, Minn.
General Manager	J. W. Kendrick	St. Paul, Minn.
Assistant General Manager	W. G. Pearce	St. Paul, Minn.
Chief Engineer	E. H. McHenry	St. Paul, Minn.
General Superintendent	M. C. Kimberly	St. Paul, Minn.
Assistant General Superintendent	G. W. Dickinson	Tacoma, Wash.
Division Superintendent	A. E. Law	Minneapolis, Minn.
Division Superintendent	F. W. Wilsey	Duluth, Minn.
Division Superintendent	G. W. Vanderslice	Winnipeg, Man.
Division Superintendent	C. J. Wilson	Jamestown, N. D.
Division Superintendent	J. E. Phelan	Dickinson, Mont.
Division Superintendent	J. Dorsey	Glendive, Mont.
Division Superintendent	J. D. Finn	Livingston, Mont.
Division Superintendent	W. H. Rimson	Missoula, Mont.
Division Superintendent	F. W. Gilbert	Sprague, Idaho
Division Superintendent	J. McCabe	Tacoma, Wash.
Superintendent of Telegraph	O. C. Greene	St. Paul, Minn.
Traffic Manager	J. M. Hannaford	St. Paul, Minn.
General Freight Agent	S. L. Moore	St. Paul, Minn.
Assistant General Freight Agent	S. G. Fulton	Portland, Ore.
General Passenger Agent	C. S. Fee	St. Paul, Minn.
Assistant General Passenger Agent	B. N. Austin	St. Paul, Minn.
General Ticket Agent	C. S. Fee	St. Paul, Minn.
Assistant General Ticket Agent	A. L. Craig	St. Paul, Minn.
General Baggage Agent	W. H. Lowe	St. Paul, Minn.
Superintendent of Express	H. H. Browning	Chicago
Land Commissioner	W. H. Phipps	St. Paul, Minn.

(Page 9.)

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name of every railroad the operations of which are included in the income account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - (a) Main line.
 - (b) Branches and spurs. [See "Instructions," page 8.]
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations
5. Line operated under trackage rights.

Name.	Terminal.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Northern Pacific R. R. Co	Ashland, Wis....	Portland, Oregon and Wallula.....		2,135.46
Northern Pacific R. R. Co	Sundry Spurs....			80.12
Little Falls & Dakota R. R. Co	Little Falls, Minn	Morris, Minn.....	90.48	
Nor. Pac., Fer. & Bk Hills R.R.	Wadena Jct.....	Milnor, N. D.....	117.75	
Fargo & So. Western R.R. Co.	Fargo.....	LaMoure.....	87.38	
S., C. & Turtle Mountain.....	Sanborn.....	Cooperstown.....	36.75	
Jamestown & Northern.....	Jamestown.....	Minnewaukan.....	102.59	
N. P., LaMoure & Mo. R. R.R.	LaMoure.....	Edgeley.....	2.33	
Southeastern & Dakota R. R.	Fairview, Minn...	Bayne.....	14.84	
Jamestown & Nor. Ext.....	Minnewaukan.....	Leeds.....	18.03	
Helena & Jefferson Co.....	Prickly Pear J'ct	Wicks, Mont.....	22.16	
Rocky Mountain R. R. of Mont.	Livingston.....	Cinnabar.....	52.89	
Nor. Pac. & Manitoba R. R...	International Bdy.	Winnipeg.....	65.94	
Nor. Pac. & Manitoba R. R...	Portage la Prairie	Portage Jct.....	52.52	
Nor. Pac. & Manitoba R. R...	Morris.....	Brandon.....	145.25	
C. d'Alene & R'y Nav. Co....	Mission.....	Burke & Lookout.	52.15	
Spokane Falls & Idaho R. R...	Hauser Jct.....	Cour d'Alene City	14.33	
Clealum R. R.....	Clealum.....	Roslyn Mines.....	5.37	
Nor. Pac. & Cascade R. R.....	Cascade.....	Wilke'n Carb'nado	19.29	
Green River & Nor. R. R.	Palmer.....	Kangley.....	11.87	
Tacoma, Orting & Southeastern	Orting.....	Puyallup River...	10.61	
Rocky Fork & Cooke City R.R	Laurel.....	Red Lodge.....	45.43	
Nor. Pac. & Puget Sound R. R.	Meeker.....	Seattle Belt Line..	45.76	

PROPERTY OPERATED—*Continued.*

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Duluth, Crookston & Nor. R. R.	Fertile.....	Carthage.....	44.51	
United R. R's of Washington.	Centralia & L. View	Ocosta Cosmopolis	180.78	1,258.01
United R. R's of Washington.	Chehalis.....	South Bend.....		
James River Valley B. R.....	Jamestown.....	Oakes.....	63.75	
Nor. Pac. & Montana R. R....	Logan.....	Butte, etc.....	99.68	
Nor. Pac. & Montana R. R....	Jefferson.....	Calvin.....	30.15	
Nor. Pac. & Montana R. R....	Boulder.....	Elkhorn.....	21.38	
Nor. Pac. & Montana R. R....	Clough Jct.....	Marysville.....	12.58	
Nor. Pac. & Montana R. R....	Drummond.....	Rumsey.....	35.02	
Nor. Pac. & Montana R. R....	Missoula.....	Grantsdale.....	53.29	
Nor. Pac. & Montana R. R....	De Smet.....	Lookout.....	110.11	
Central Washington R. R. ...	Cheney.....	Grand Coulee.....	109.41	
Duluth & Manitoba R. R.....	Winnipeg Jct.....	International Bdy.	205.90	
Spokane & Palouse R. R.....	Marshall.....	Julietta, etc.....	153.96	
St. Paul & Nor. Pac. Ry. Co...	St. Paul.....	Brainerd, Staples.	193.06	
Helena & Red Mountain R. R.	Helena.....	Rimini.....	18.16	1,106.45
St. Paul Union Depot Co.....	Tracks in St. Paul		.56	
Great Northern Ry Co.....	St. Paul.....	Minneapolis.....	12.12	
Minneapolis Union Ry Co....	University.....	Minneapolis.....	2.60	
Minn. & St. Louis Ry.....	Tracks Minneapolis		1.62	
Northern Pac. Terminal Co...	Tracks in Portland		1.32	
St. Paul & Dul. Ry (½ owned)	Carlton.....	Duluth.....	28.32	
St. Paul & Superior Short Line	Trks at Dul. & Sup.		2.37	
Winnipeg Transfer Ry.....	Tracks in Winnipeg.		1.24	50.15
Total Mileage Operated ...				4,631.19

(Page 17.)

CAPITAL STOCK.

Description.	Number of Shares Authorized	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	\$ 490,000	\$ 100	\$ 49,000,000	\$ 49,000,000 00
Preferred.....	510,000	100	51,000,000	36,026 428 23
Total.....	\$ 1,000,000	\$ 100	\$ 100,000,000	\$ 85,026,428 23

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash Realized.
Issued for Reorganization—Common.....	\$ 490,000	\$ 49,000,000
Preferred.....	510,000	51,000,000
Total	\$ 1,000,000	\$ 100,000,000

All stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization recognized and affirmed by the Court in the proceedings whereby said mortgage was foreclosed.

Copy of plan of reorganization filed with report for the year ending June 30, 1888.

(Page 19.)

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate Per cent.	When Payable.	Interest.	
	Date of Issue.	When Due.							Amount Ac- rued During Year.	Amount Paid During Year.
General 1st mortgage ..	1881	1921	\$ 46,943,000 00	\$ 46,943,000 00	\$ 43,303,000	\$ 44,135,290 80	6	Jan. and July..	\$ 2,603,580 00	\$ 2,606,040 00
General 2d mortgage...	1883	1933	20,000,000 00	20,000,000 00	19,216,000	16,485,989 76	6	April and Oct.	1,152,960 00	6,840 00
General 3d mortgage...	1887	1937	12,000,000 00	11,461,000 00	11,461,000	9,197,921 00	6	June and Dec..	685 575 00	47,340 00
Consolidated mortgage	1889	1989	160,000,000 00	48,867,000 00	48,867,000	42,136,751 62	5	June and Dec .	2,262,794 85	70,800 00
Missouri Div. mortgage	1879	1919	2,500,000 00	2,500,000 00	1,004,000	2,490,738 00	6	May and Nov.	114,240 00	113,175 00
Pend d'Oreille m'tg'ge	1879	1919	4,500,000 00	4,500,000 00	455,000	4,325,599 75	6	March and Sep	29,160 00	37,800 00
Div. certificate extend'd	1887	1907	4,640,821 20	4,640,821 20	519,500	4,640,821 20	6	Jan. and July..	31,170 00	12,207 65
Collateral of trust notes	1898		15,000,000 00	9,384,000 00	9,384,000	8,906,200 00	6	May and Nov	529,280 05	548,400 00
Total .....	.....	.....	\$250,583,821 20	\$138,911,821 20	\$ 125,815,500	\$123,422,112 13	...	.....	\$ 6,879,479 85	\$ 2,894,292 65
Miscellan'o's oblig't'ion	...	.....	15,000,000 00	9,384,000 00	9,384,000	8,906,200 00	.....	.....	529,280 05	548,400 00
Grand total .....	.....	.....	\$265,583,821 20	\$148,295,821 20	\$ 135,199,500	\$132,328,312 13	.....	.....	\$ 7,408,759 90	\$ 3,442,692 65

Page 21.)

FUNDED DEBT.—*Continued.*

EQUIPMENT TRUST OBLIGATIONS—A. GENERAL STATEMENT.

Series or Other Designation.	Date of Contract.	Term.	Number of Payments.	Equipment Covered.
Northwest'n Equipm't Co	1888	10 years.	One.	82 Locomotives. 2630 Box Cars. 500 Coal and Dump Cars. 550 Furniture Cars. 10 Passenger Cars. 50 Refrigerator Cars. 5 Express Cars. 20 Emigrant Cars. 6 Mail and Express Cars.

B. STATEMENT OF AMOUNT.

Series or Other Designation.	Deferred Payments—Principal.		Deferred Payments—Interest.		
	Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Amount Paid During Year.	Rate per cent.
Northwest'n Equipm't Co.	\$ 3,000,000 00	\$ 3,000,000 00	\$ 210,000 00	\$ 210,000 00	7

EXPLANATORY REMARKS.

Contract mentioned on this page provides for the purchase by the Northern Pacific Railroad company of the equipment described in October, 1898. The Northern Pacific Railroad company depositing with the trustee annually an amount in cash or bonds equal to 10 per cent. of the purchase price as collateral security for the purchase at date stated.

(Page 23.) RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds—Page 19.	\$ 138,911,821 20	\$ 125,815,500 00	\$ 6,879,479 85	\$ 2,894,292 65
Miscellaneous obligations—Page 19.....	9,384,000 00	9,384,000 00	529,280 05	548,400 00
Income bonds—Page 19....				
Equipment trust obligations—Page 21.....	3,000,000 00	3,000,000 00	210,000 00	210,000 00
Total	\$ 152,295,821 20	\$ 138,199,500 00	\$ 7,618,759 90	\$ 3,652,692 65

RECEIVER'S CERTIFICATES.

Date Issued.	Amount Issued.	Amount Outstanding.	Interest.		
			Amount Accrued During Year.	Amount Paid During Year.	Rate per cent.
October 1st, 1893.....	\$ 2,027,000 00	\$ 2,027,000 00	\$ 82,263 84	\$ 68,670 00	6
Total.....	\$ 2,027,000 00	\$ 2,027,000 00	\$ 82,263 84	\$ 68,670 90	6

(Page 23.) CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount	Current Liabilities Accrued to and Including June 30, 1894.	Amount.
Cash.....	\$ 650,478 97	Receiver's certificates.....	\$ 2,027,000 00
Bills receivable.....	247,979 01	Loans and bills payable.....	1,523,335 10
Due from agents.....	524,833 52	Audited vouchers and accounts.....	3,290,620 03
Net traffic balances due from other companies.....	297,448 32	Wages and salaries.....	1,026,583 50
Due from solvent companies and individuals.....	4,086,922 81	Net traffic balances due to other companies.....	32,728 77
Other cash assets, (excluding Materials and Supplies)*		Dividends not called for.....	7,144 00
		Matured interest coupons unpaid (including coupons due July 1).....	5,495,550 42
		Rents due July 1.....	1,419,969 36
		Miscellaneous.....	
Total—Cash and current assets.....	5,717,662 63	Total—Current liabilities.....	14,832,261 18
Balance—Current liabilities.....	9,114,598 55	Balance—Cash assets.....	
Total.....	\$ 14,832,261 18	Total.....	\$ 14,832,261 18

*Materials and supplies on hand, \$1,192,388.62. [See general balance sheet,—Page 49.]

RECAPITULATION.

(Page 25.)

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Other Properties	Miles.	Amount.
Capital Stock—Page 17.....	\$ 85,026,428 23	\$ 85,026,428 23		3,422.44	\$ 21,844
Bonds—Page 19 ["Grand Total"].....	135,199,500 00	135,199,500 00		3,422.44	39,504
Equipment Trust Obligations—Page 21.....	3,000,000 00	3,000,000 00		3,422.44	876
Current Liabilities—Page 23.....	14,832,261 18	14,832,261 18		3,422.44	4,384
Total.....	\$ 238,058,189 41	\$ 238,058,189 41		3,422.44	\$ 69,558

RECAPITULATION—Continued.

(B. For Mileage Operated by Road Making This Report [Trackage Rights Excluded,] the Operations of Which Are Included in the Income Account—Page 31.)

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Line.	
					Miles.	Amount.
Northern Pacific Railroad Company and branch lines owned.....	\$ 85,025,428 23	\$138,199,500 00	\$ 14,832,261 18	228,058,189 41	\$ 3,422 44	\$ 69,558
James River Valley Railroad Co.....	1 000,000 00	963,000 00		1,963,000 00	63 75	30,792
Spokane & Palouse Railroad Co.....	1,000,000 00	1,766,000 00		2,766,000 00	153 96	17,962
Duluth & Manitoba Railroad Co.....	2,000,000 00	3,101,000 00		5 101,000 00	205 90	24,774
Helena & Red Mountain Railroad Co.....	400,000 00	400,000 00		800,000 00	18 16	44,053
Central Washington Railroad Co.....	1,500,000 00	1,750,000 00		3,250,000 00	100 41	28,791
Northern Pacific & Montana Railroad Co.....	1,878,650 00	5,381,000 00		7,259,650 00	382 21	20 043
Coeur d'Alene Railway and Navigation Co.....	1,000,000 00	1,228,000 00		2,228,000 00	52 15	42,915
St. Paul & Northern Pacific Railway Co.....	7,000,000 00	8,423,000 00		15,423,000 00	183 06	79,887
Total.....	\$ 100,805,028 23	\$161,221,500 00	\$ 14,832,261 18	\$ 276,858,789 41	4,581 04	\$ 60,436

(Page 26.)
COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Expenses, Charged to Construction or Equipment.			
Construction—					
Right of way.....	\$ 9,203 66	\$ 24,311 93	\$ 68,116,211 77	\$ 68,140,523 70	.....
Other real estate.....	2,055 55	.....	391,203 66	391,203 66	.....
Fences.....	3,604 47	.....	276,552 19	276,552 19	.....
Grading and bridge and culvert masonry.....	162,343 22	.....	322,701 02	322,701 02	.....
Bridges and trestle.....	21,520 51	.....	21,168,904 43	21,168,904 43	.....
Rails.....	21,971 74	.....	8,944,673 28	8,944,673 28	.....
Ties.....	224 17	.....	12,063,195 01	12,063,195 01	.....
Other superstructure.....	2,904 13	.....	2,231,149 42	2,231,149 42	.....
Buildings, furniture and fixtures.....	41,201 91	.....	4,222,449 70	4,222,449 70	.....
Shop machinery and tools.....	.....	.....	6,301,938 89	6,301,938 89	.....
Engineering expenses.....	6,851 77	.....	354,926 01	354,926 01	.....
Interest during construction.....	.....	.....	2,800,326 39	2,800,326 39	.....
Discount on securities sold for construction.....	.....	1,820,570 12	4,534,882 15	4,534,882 15	.....
	.....	.....	15,766,253 01	17,586,825 16	.....

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS— Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Expenses. Charged to Construction or Equipment.			
Telegraph line.....	\$ 1,119 85	.....	\$ 298,594 35	\$ 298,594 35	.....
Wharfing, etc.,.....	363 96	.....	689,924 96	689,924 96	.....
Sidings and Yard Extensions.	4,652 09	.....	1,968,562 72	1,963,562 72	.....
Terminal Facilities and Elevators.....	57,372 51	\$ 50 45	5,321 25	5,270 81	.....
Branch lines.....	.....	50,511 55	35,173,951 11	35,123,439 56	.....
Purchase of constructed road, $\frac{1}{2}$ Int. 23 $\frac{1}{2}$ mls. St. P. & D.	.....	.....	500,000 00	500,000 00	.....
Other items.....	92,687 07	.....	2,764,123 48	2,753,392 59	.....
Total construction.....	\$ 242,702 47	\$ 1,783,589 16	\$ 188,935,846 85	\$ 190,719,436 01	\$ 55,726 16
Equipment—					
Discount on bonds.....	.....	.....	989,858 42	989,858 42	.....
Locomotives.....	.....	1,900 00	6,137,221 08	6,135,421 08	.....
Passenger cars.....	.....	18,745 41	1,085,896 42	1,104,611 83	.....
Sleeping, parlor and dining cars.....	.....	.....	791,295 08	791,295 08	.....
Baggage, express and postal cars.....	.....	.....	339,073 31	339,073 31	.....

(Page 26.)
COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Expenses, Charged to Construction or Equipment.			
Construction—					
Right of way.....	\$ 9,203 66	\$ 24,311 93	\$ 68,116,211 77	\$ 68,140,523 70	.....
Other real estate.....	2,055 55	.....	391,203 66	391,203 66	.....
Fences.....	3,604 47	.....	276 532 19	276 532 19	.....
Grading and bridge and culvert masonry.....	162,343 22	.....	322 751 02	322 701 02	.....
Bridges and trestle.....	21,520 51	.....	21,168,904 43	21,168,904 43	.....
Rails.....	21,971 74	.....	8,944 673 28	8,944 673 28	.....
Ties.....	224 17	.....	12,063,195 01	12,063,195 01	.....
Other superstructure.....	2,904 13	.....	2 231 149 42	2 231 149 42	.....
Buildings, furniture and fixtures.....	41,271 91	.....	4 222 449 70	4 222 449 70	.....
Shop machinery and tools.....	.....	.....	6 301 938 89	6 301 938 89	.....
Engineering expenses.....	6,851 77	.....	354 926 01	354 926 01	.....
Interest during construction.....	.....	.....	2 800 326 39	2 800 326 39	.....
Discount on securities sold for construction.....	.....	1 829 570 12	4 334 882 15	4 334 882 15	.....
			15 766 255 04	17 586 825 16	.....

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS— Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Telegraph line.....	\$ 1,119 85	.....	\$ 298,594 36	\$ 298,594 36	.....
Wharfing, etc.,.....	383 96	.....	639,924 96	639,924 96	.....
Sidings and Yard Extensions,.....	4,652 00	.....	1,008,562 72	1,496,562 72	.....
Terminal Facilities and Elevators,.....	57,372 51	\$ 50 45	5,321 26	5,270 81	.....
Branch lines,.....	.....	30,511 55	35,173,951 11	35,123,439 56	.....
Purchase of constructed road, $\frac{1}{2}$ int. 23 $\frac{1}{2}$ mls. St. P. & D.,.....	.....	.....	500,000 00	500,000 00	.....
Other items,.....	92,087 07	.....	2,764,129 48	2,753,392 59	.....
Total construction.....	\$ 242,702 47	\$ 1,783,589 16	\$ 188,935,846 85	\$ 190,719,436 91	\$ 55,726 16
Equipment—	.....	.....	.....	.....	.....
Discount on bonds.....	.....	.....	939,858 42	939,858 42	.....
Locomotives.....	.....	1,800 00	6,137,221 08	6,135,421 08	.....
Passenger cars.....	.....	18,745 41	1,085,866 42	1,104,611 83	.....
Sleeping, parlor and dining cars.....	.....	.....	791,295 08	791,295 08	.....
Baggage, express and postal cars,.....	.....	.....	339,073 31	339,073 31	.....

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—

Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Combination cars.....			\$ 91,535 00	\$ 91,535 00	.....
Freight cars.....			8,257,289 30	8,257,289 30	.....
Other cars of all classes.....		\$ 9,015 03	831,329 23	840,335 21	.....
Trust equipment.....			3,032,526 48	8,072 526 48	.....
Floating equipment.....			423,962 46	423,962 46	.....
Total equipment.....		\$ 23,900 44	\$ 21,930,407 78	\$ 21,956,368 22	\$ 6,415 41
Grand total cost, construction, equipment, etc.,		\$ 1,800,549 60	\$ 210,866,254 63	\$ 212,675,804 23	\$ 62,141 57

EXPLANATORY REMARKS.

Cannot state "cost per mile" for each item, as some of them embrace the entire cost of quite a large portion of the mileage.

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INCOME ACCOUNT.

[For roads making operating reports.]

Gross earnings from operation—Page 35.....	\$ 16,764,308 56	
Less operating expenses—Page 45.....	11,971,188 93	
Income from operation		\$ 4,793,119 63
Dividends on stocks owned—Page 37.....	198,881 28	
Interest on bonds owned—Page 39.....	78,048 55	
Miscellaneous income—less expenses—Page 41.....	435,967 59	
Income from other sources		712,887 42
Total income.....		5,506,007 05
Deductions from income—		
Interest on funded debt accrued—Page 23.....	7,618,759 90	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	82,263 84	
Rents paid for lease of road—Page 47 A.....	1,736,254 89	
Taxes.....	465,825 06	
Sinking funds.....	1,262,985 06	
Other deductions	842,922 06	
Total deductions from income.....		12,009,011 71
Deficit.....		6,503,004 66
Deficit from operations of year ending June 30, 1894.....		6,503,004 66
Surplus on June 30, 1893 [from "General Balance Sheet," 1893 report]		8,518,891 01
		2,015,886 35
Additions for year.....	1,716,722 56	
Deductions for year.....	112,427 92	1,604,294 64
Surplus on June 30, 1894, [for entry on "General Balance Sheet," page 51].....		3,620,180 99

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EXPLANATORY REMARKS.

OTHER DEDUCTIONS.

Item.	Amount.
General interest.....	\$ 314,346 52
Guarantee Yellowstone Park association.....	52,996 25
Loss operating Manitoba Hotel.....	16,339 67
Loss operating Puget Sound & Atlantic Steamship company.....	13,289 69
Loss operating C. & N. P.....	295,149 21
Loss operating Wisconsin Central lines.....	146,671 46
Little Falls & Dakota land account.....	580 74
Loss operating Kirkland branch.....	102 29
Commissioner Deutsche Bank.....	65 10
Advertising bond calls.....	874 20
Listing Con. mortgage bonds.....	50 00
Interest on provisional value of road—Helena to Garrison.....	2 456 90
Total.....	\$ 842,922 06

ADDITIONS FOR YEAR.

Invested in sinking funds.....	\$ 1,274,901 89
Loss in operating sub-lines.....	441,820 67
Total.....	\$ 1,716,722 56

DEDUCTIONS FOR YEAR.

Losses in operation in previous years of Puget Sound & Alaska Steamship company.....	\$ 112,427 92
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(Page 35.)

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue.....	\$ 616,229 03		
Less repayments—			
Tickets redeemed.....		\$ 3,133 99	
Excess fares refunded.....		207 41	
Other repayments.....		3,035 27	
Total deductions.....		\$ 6,376 67	
Total passenger revenue.....			\$ 609,852 36
Mail.....	116 840 08		
Express.....	40,102 46		
Extra baggage and storage.....	9,424 41		
Other items.....	20,125 63		186,402 55
Total passenger earnings.....			\$ 796,341 91
Freight—			
Freight revenue.....	2,110,374 51		
Less repayments—			
Overcharge to shippers.....		32,528 01	
Other repayments.....			
Total deductions.....		\$ 32,528 01	
Total freight revenue.....			2,077,846 50
Other items.....	621 50		621 50
Total freight earnings.....			\$ 2,078,468 00
Total passenger and freight earnings.....			\$ 2,874,812 91
Other earnings from operation—			
Car mileage—balance.....	16,927 84		
Switching charges.....	1,160 16		
Telegraph companies.....	6,156 43		
Rents not otherwise provided for.....	6,147 91		
Total other earnings.....			\$ 30,392 34
Total gross earnings from operation—N. Dakota.....			\$ 2,905,205 25
Total gross earnings from operation—Entire line.....			\$ 16,764,308 56

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STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Northern Pacific Railroad company preferred..	\$ 499,719 25			\$ 499,719 25
Northern Pacific, Fergus and Black Hills Rail- road company.....	15,000.00 00			50,000 00
St. Paul & Northern Pacific Railroad company:	7,000,000 00		\$ 157,500 00	5,267,525 37
Montana Union Railroad company	425,000 00			469,975 48
Northern Pacific & Montana Railroad company	50,000 00			50,000 00
Cour d'Alene Railway & Navigation company	1,000,000 00			294,975 48
Minnesota Transfer Railway company.....	7,000 00			7,000 00
Seattle, Lake Shore & Eastern Railway com- pany	3,162 650 00			1,742,003 71
St. Paul Union Depot company.....	50,000 00		3,500 00	50,000 00
Duluth Union Depot company.....	150,000 00		7,500 00	150,000 00
Chicago Union Transfer Railway company.....	80,000 00			42,297 50
Northern Pacific Terminal company	23,646 25			23,646 25
Chicago & Northern Pacific Railroad company	600 00			21 75
Total	\$ 27,448,615 51		\$ 168,500 00	\$ 8,647,164 80

STOCKS OWNED—*Continued.*

B. OTHER STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Northern Pacific Coal company.....	\$ 600,000 00			\$ 669,117 63
Northern Pacific Express company.....	343,000 00		\$ 11,528 78	347,497 53
Lake Superior Terminal and Transfer Railway company.....	15,700 00			15,700 00
Superior Consolidated Land company.....	632,100 00			632,100 00
Tacoma Land company.....	500,050 00			250,025 00
Yellowstone Park Association.....	218,485 26		51,440 00	218,485 26
Virginia Land and Townsite company.....	249,800 00			11,650 00
Northern Pacific, Yakima & Kittitas Irrigation company.....	121,100 00			121,100 00
World's Fair.....	29,999 31			29,999 31
Duluth Manufacturing company.....	4,768 00			4,768 00
Puget Sound and Alaska Steamship company..	600,000 00			600,000 00
Rocky Fork Coal company.....	113,750 00		3,412 50	105,587 76
Total.....	\$ 3,428,752 57		\$ 20,381 28	\$ 3,006,030 49
Grand total—A and B.....	\$ 30,877,368 08		\$ 198,881 26	\$ 11,653,195 29

EXPLANATORY REMARKS.

Stock of Rocky Fork Coal Company was drescribed in report of last year as "Rocky Fork & Cook City R. R. Co." in error.

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BONDS OWNED.**A. RAILWAY BONDS.**

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Minnesota Transfer Railway company	\$ 103,000 00		\$ 1,026 05	\$ 103,000 00
St. Paul Eastern Grand Trunk Railway company.....	10,000 00		600 00	9,595 08
Northern Pacific Railroad company second mortgage.....	10,000 00		600 00	9,331 25
Northern Pacific Railroad company third mortgage.....	44,000 00		540 00	44,000 00
Chicago & Northern Pacific Railroad company	2,070,000 00		51,750 00	1,582,000 00
Northern Pacific & Manitoba Terminals.....	100,000 00		5,000 00	75,000 00
Northern Pacific Consol dated mortgage.....	125,000 00		6,145 83	107,458 28
Chicago & Calumet Terminal Railroad company.....	6,000,000 00		.....	4,200,000 00
Northern Pacific Terminal company.....	63,000 00		886 67	63,000 00
Wisconsin Central Improvement.....	230,000 00		11,500 00	229,466 81
Total	\$ 8,755,000 00		\$ 78,048 55	\$ 6,422,901 42

B. OTHER BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Soldiers Additional Homestead Scrip.....	\$ 6,768 12			\$ 6,768 12
Total.....	\$ 6,768 12			\$ 6,768 12
Grand total—A and B.....	\$ 8,761,768 12		\$ 78,048 55	\$ 6,429,669 54

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RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.
Tracks, yards and terminals....	St. Paul to Minneapolis....	Minn. & St. Louis Ry.	\$ 58 817 69
Yards and terminals.....	St. Paul to Minneapolis....	M., S. St. M. & A. Ry.	62,598 66
Yards and terminals.....	St. Paul to Minneapolis....	Chicago Great West'n.	48,840 89
Yards and terminals.....	St. Paul.....	St. P. & St. C. F. Ry.	24,450 08
Yards and terminals.....	Minneapolis.....	M'polis & Pacific Ry..	3,911 77
Tracks.....	Fergus F'ls to Breckenridge	Great Northern Ry...	1,181 55
Tracks.....	West Superior.....	C. St. P. M. & O. Ry.	703 20
Tracks.....	West Superior.....	Eastern Ry. of Minn..	3,000 00
Tracks.....	Little Falls, Minn.....	St. Paul & N. Ry. Co.	148 39
Yards, tracks.....	Washington	Clealum R. R.....	13,446 82
Grand total rentals received..			\$217,099 05

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MISCELLANEOUS INCOME.

Item,	Net Miscellaneous Income.
Rent of ground to private parties.....	\$ 29,423 01
Land receipts applicable to sinking fund.....	159,362 43
Rental Summit Wood Co.....	533 20
Interest on cost St. Louis bridge.....	12,745 74
Rocky Fork Coal Trust.....	52,431 06
Interest on deferred payments townsite property.....	123 00
Yesler wharf, net earnings.....	5,900 84
Sundry items.....	175,437 11
Total.....	\$ 435,957 59

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OPERATING EXPENSES.

Item.	Amount.	Total.
Maintenance of way and structures—		
Repairs of roadway.....	\$ 1,560,836 07	
Renewals of rails.....	101,195 57	
Renewals of ties.....	431,799 10	
Repairs of bridges and culverts	432,495 07	
Repairs of fences, road-crossings, signs, and cattle guards.....	23,969 34	
Repairs of buildings.....	131,668 04	
Repairs of docks and wharves.....	14,961 44	
Repairs of telegraph.....	37,192 61	
Other expenses.....	366,064 25	
Total.....		\$ 3,100,181 49
Maintenance of equipment—		
Repairs and renewals of locomotives.....	\$ 601,332 22	
Repairs and renewals of passenger cars.....	251,781 53	
Repairs and renewals of freight cars.....	641,608 06	
Repairs and renewals of ferry-boats, tugs, floats and barges.....	5,445 08	
Shop machinery, tools, etc.....	45,316 33	
Other expenses.....		
Total.....		\$ 1,545,483 22
Conducting transportation—		
Wages of engineers, firemen, and roundhouse men..	\$ 1,172,092 32	
Fuel for locomotives.....	1,605,235 73	
Water-supply for locomotives.....	104,930 55	
All other supplies for locomotives.....	43,737 40	
Wages of other trainmen.....	839,204 04	
All other train supplies.....	214,878 00	
Wages of switchmen, flagmen, and watchmen.....	318,337 78	
Expense of telegraph, including train dispatchers and operators.....	349,939 18	
Wages of station agents, clerks, and laborers.....	704,129 75	
Station supplies.....	67,918 87	
Switching charges—balance.....	59,634 09	

OPERATING EXPENSES.—*Continued.*

Item.	Amount.	Total.
*Conducting transportation—		
Car mileage—balance.....		
Loss and damage.....	\$ 98,377 73	
Injuries to persons.....	57,835 16	
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel and supplies.....	48,107 04	
Other expenses.....	72,303 95	
Total.....		\$ 5,756,661 59
General expenses—		
Salaries of officers.....	218,116 96	
Salaries of clerks.....	339,770 52	
General office expenses and supplies.....	80,452 58	
Agencies, including salaries and rent.....	240,164 24	
Advertising.....	46,955 64	
Commissions.....	75,860 34	
Insurance.....	90,306 16	
Expense of fast freight lines.....		
Expense of traffic association.....	3,657 29	
Expense of stock yards and elevators.....	261 82	
Rents for tracks, yards and terminals—page 47, B.....	155,068 76	
Rents not otherwise provided for.....		
Legal expenses.....	158,698 66	
Stationery and printing.....	64,188 89	
Other general expenses.....	95,180 77	
Total.....		\$ 1,568,862 63
Recapitulation of expenses—		
Maintenance of way and structures.....	3,100,181 49	
Maintenance of equipment.....	1,545,483 22	
Conducting transportation.....	5,756,661 59	
General expenses.....	1,568,862 63	
Grand total.....		\$ 11,971,188 93

OPERATING EXPENSES.—*Continued.*

Item.	Amount.	Total.
Percentage of operating expenses to earnings.....	\$ 71 41	
Operating expenses—State of North Dakota—		
Maintenance of way and structures	\$ 659,055 38	
Maintenance of equipment	290,736 68	
Conducting transportation.....	1,034,482 21	
General expenses.....	246,708 58	
Total		\$ 2,230,982 85
Percentage of expenses to earnings—North Dakota..	76 7	

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RENTALS PAID.**A. RENTS PAID FOR LEASE OF ROAD.**

Name of Road.	Interest on Bonds Guaranteed.	Cash.	Total.
St. Paul & Northern Pacific Railway company		\$ 222,814 92	\$ 222,814 92
Northern Pacific & Manitoba Term'l company	\$ 37,500 00		
Helena & Red Mountain Railroad company	24,000 00		
Northern Pacific & Montana Railroad company	322,859 99		
Coeur d' Alene Railway & Navigation Co.	74,280 00		
Central Washington Railroad company	105,000 00		
James River Valley Railroad company	57,780 00		
Spokane & Palouse Railroad company	105,959 99		
Duluth & Manitoba Railroad company	186,059 99		\$ 913,439 97
Total rents—A.			\$ 1,736,284 89

B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Minn'polis to St. Paul	Great Northern Railway Co.	\$ 30,368 16	
	Minneapolis	Minneapolis Union Ry. Co.	57,420 54	
Total				\$ 87,788 70
Terminals	Portland	Nor. Pac. Term'l Co.	64,946 73	
	Winnipeg	Winnipeg Transfer Ry. Co.	233 33	
	Ashland Depot	Wisconsin Central company	2.100 00	
Total				\$ 67,280 06
Grand total rents—B				\$ 155,068 76

EXPLANATORY REMARKS.

The amount shown opposite under "Interest on Bonds Guaranteed" will not in all cases agree with the "Income from Lease of Road" on page 33 reported by these Companies, for the reason that the items opposite represent only interest on the bonds of the several Companies which the Northern Pacific Railroad Company does not own. The bonds which it does own are covered by Consolidated Mortgage Bonds, the interest on which is embraced in Funded Debt.

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1903.		Assets.	June 30, 1904.		Year Ending June 30, 1904.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 180,935,846 85		Cost of road—Page 29	\$ 190,719,438 01		\$ 1,783,590 16	
21,930,407 78		Cost of equipment—Page 29	21,956,368 23		25,960 44	
11,394,138 28		Stocks owned—Page 37	11,653,185 29		319,037 01	
6,135,577 73		Bonds owned—Page 39	6,429,669 54		294,091 81	
		Other permanent investments				
824,041 19		Branch roads cont. assets in excess of cont. liabilities	806,612 11			\$ 17,429 08
		Lands owned, about 40,000,000 acres				
203,886 22		Cash in hands trustees	29,705 22			174,181 00
5,079,651 77		Deferred payments land sales	4,634,583 66			445,068 11
505,371 57		Cash in hand of and due trustee-sinking fund..	1,030,567 09		525,195 52	
8,387,336 65		Cash and current assets—Page 23	5,717,662 63			2,669,674 02
		Due from subsidiary lines for losses in operation	2,897,824 24		2,897,824 24	
		Other Assets--				
		Equipment trust payments				
1,386,498 69		Materials and supplies	1,192,398 62			174,098 07
		Sinking fund				
		Sundries				
		Profit and loss—Page 31 (or 33)				
\$ 244,672,754 73		Grand total	\$ 247,068,622 63		\$ 2,395,867 90	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1893.		Liabilities.		June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$ 85,140,131 42		Capital stock—Page 17.....	\$ 85,025,428 23				\$ 113,703 19
133,545,500 00		Funded debt--Page 23.....	138,199,500 00			\$ 4,654,000 00	
13,190,418 58		Current liabilities--Page 23.....	14,832,281 18			1,641,842 80	
		Accrued interest on receivers' certificates not due.	30,403 00			30,405 00	
	621,050 00	Accrued interest on funded debt not yet payable..	657,191 67			36,186 67	
	414,068 41	Rents and taxes accrued not due.....	278,614 31				135,452 10
	564,892 04	Guarantee to branch roads.....	1,107,315 00			512,422 96	
	4,764 53	Suspense account.....	806,139 07			801,374 54	
	2,643,085 74	Deferred payments on land sales applicable to sinking fund when collected.....	2,509,987 18				133,098 56
	8,518,891 01	Profit and loss--Page 31 (or 33).....	3,620,190 99				4,898,710 02
	\$ 244,672,754 73	Grand total.....	\$ 247,088,022 63			\$ 2,395,267 90	

SECURITY FOR FUNDED DEBT.

(Page 57.)

(Page 23.)

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	Security.
	From	To	Miles.		
First mortgage bonds, Missouri div.	Missouri river...	Yellowstone river...	205 00	\$12,195 12	Road appurtenances and lands pertaining to said division is the security for payment of principal and interest.
First mortgage bonds, P. d'O. div.	Snake river	Lake Pend d'Oreille...	225 00	20,000 00	Road appurtenances and lands pertaining to said division.
General first mortgage bonds	Ashland	Wallula & Portland...	See Note	25,000 00	Entire main line and appurtenances, equipment, lands, franchises, and all other property now held or hereafter acquired. Subject to claims of preferred stockholders in the lands in Minnesota and North Dakota east of the Missouri river; subject also to the two mortgages above mentioned.
General second mortgage General third mortgage	Same	Same			Same terms as general first mortgage including a lien upon the income, earnings and profits of the company. Subject to prior liens above mentioned.
Consolidated mortgage bonds	Same	Same			All property, rights and franchises of the company now owned or hereafter acquired, subject to prior mortgages.
Dividend certificates extended					Not secured. Can be exchanged for third mortgage bonds.
Northwest Equipment Co.					Equipment described on page 21.
Collateral trust notes					Various.

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EXPLANATORY REMARKS.

General first mortgage bonds were issued at the rate of \$25,000 per mile on 2,136.98 miles, \$53,524,000 of which \$6,481,000 was held in escrow, there being a corresponding amount of Missouri and Pend d'Oreille bonds outstanding at date of general first mortgage, January 1, 1881.

When Missouri and Pend d'Oreille Division bonds are retired with proceeds of land sales a corresponding amount of first mortgage bonds held in escrow are also retired.

The entire mileage bonded is 2,136.98 miles, though according to the terms of the mortgage the entire property of the company is covered by them.

Consolidated mortgage bonds can be issued only as follows:

To retire first, second and third mortgage bonds.....	\$ 75,000,000	.....
To retire branch road bonds.....	26,000,000	.....
For improvements and betterments and enlargement of terminals..	20 000,000	.....
For additional roads and extensions.....	20,000,000	.....
For premium on bonds exchanged.....	10,000,000	
For other purposes as the board may direct.....	9,000,000	
Total.....		\$ 180,000,000

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EMPLOYES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensa- tion.
General officers.....	6	2,189	\$ 26,583 94	\$ 12 14
Other officers.....				
General office clerks.....	21	7,864	22,753 49	2 89
Other employes.....				
Station agents.....	72	26,429	50,284 97	1 90
Other station men.....	71	26,014	43,176 15	1 66
Enginemen.....	74	27,030	110,769 69	4 09
Firemen.....	74	27,030	61,177 39	2 27
Conductors.....	58	21,349	66,521 64	3 11
Other trainmen.....	117	42,758	85,197 16	1 99
Machinists.....	39	12,272	31,773 79	2 59
Carpenters.....	38	11,980	26,342 17	2 20
Other shopmen.....	119	37,389	83,702 86	2 24
Section foremen.....	136	49,787	80,709 52	1 62
Other trackmen.....	416	130,186	176,588 07	1 36
Switchmen, flagmen, and watchmen.....	50	18,378	43,507 06	2 36
Telegraph operators and dispatchers.....	32	11,771	26,452 18	2 25
Employes—account floating equipment.....				
All other employes and laborers.....	184	57,907	113,261 29	1 95
Total (including "General Officers")....	1,507	510,333	\$ 1,048,781 37	\$ 2 05
Less "General Officers".....	6	2,189	26,583 94	12 14
Total (excluding "General Officers")....	1,501	508,144	\$ 1,022,197 43	\$ 2 01
Distribution of above—				
General administration.....	39	14,291	\$ 91,715 05	\$ 4 32
Maintenance of way and structures.....	684	222,160	334,533 07	1 51
Maintenance of equipment.....	214	66,977	147,840 92	2 21
Conducting transportation.....	570	206,905	504,692 33	2 44
Total (including "General Officers")....	1,507	510,333	\$ 1,048,781 37	\$ 2 05
Less "General Officers".....	6	2,189	26,583 94	12 14
Total (excluding "General Officers")....	1,501	508,144	\$ 1,022,197 43	\$ 2 01

(Page 61.)

PASSENGER, FREIGHT AND TRAIN MILEAGE.

STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	259,486	
Number of passengers carried one mile.....	27,176,090	
Average distance carried (miles).....	104.73	
Total passenger revenue—Page 35.....		\$ 609,852 36
Average amount received from each passenger.....		2 35.02
Average receipts per passenger per mile.....		02.244
Estimated cost of carrying each passenger one mile.....		02.401
Total passenger earnings—Page 35.....		796,355 91
Passenger earnings per mile of road (miles).....	860.78	925 14
Passenger earnings per train-mile.....	573.606	1 38.83
Freight traffic—		
Number of tons carried of freight earning revenue....	976,631	
Number of tons carried one mile.....	199,370,032	
Average distance haul of one ton (miles).....	204.14	
Total freight revenue.....		2,077,846 50
Average amount received for each ton of freight.....		2 12.75
Average receipts per ton per mile.....		01.042
Estimated cost of carrying one ton one mile.....		00.7917
Total freight earnings—Page 35.....		2,078,468 00
Freight earnings per mile of road.....		2,414 63
Freight earnings per train mile.....	1,429.982	1 45.3
Passenger and freight—		
Passenger and freight revenue—Page 35.....		2,687,698 86
Passenger and freight revenue per mile of road.....		3,122 40
Passenger and freight earnings—Page 35.....		2,874,812 91
Passenger and freight earnings per mile of road.....		3,339 77
Gross earnings from operation—Page 35.....		2,905,205 25
Gross earnings from operation per mile of road.....		3,375 08
Expenses—Page 45.....		2,230,682 85
Expenses per mile of road.....		2,591 82

PASSENGER, FREIGHT AND TRAIN MILEAGE.

—Continued.

STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number passengers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Train mileage--		
Miles run by passenger trains.....	524,653	
Miles run by freight trains.....	1,283,122	
Miles run by mixed trains.....	195,813	
Total mileage trains earning revenue.....	2,003,588	
Miles run by switching trains.....		
Miles run by construction and other trains.....	31,349	
Grand total train mileage.....	2,034,937	
Mileage of loaded freight cars--North or west.....	8,327,500	
Mileage of loaded freight cars--South or east.....	12,327,339	
Mileage of empty freight cars--North or west.....	6,490,289	
Mileage of empty freight cars--South or east.....	1,963,764	
Average number of freight cars in train.....	20.356	
Average number of loaded cars in train.....	14.444	
Average number of empty cars in train.....	5.912	
Average number of tons of freight in train.....	139.421	
Average number of tons of freight in each loaded car.	9.652	

PASSENGER, FREIGHT AND TRAIN MILEAGE

ENTIRE LINE.

Item.	Column for Tonnage, Number Passengers, Number trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	1,588,976	.....
Number of passengers carried one mile.....	161,041,620	.....
Number of passengers carried one mile per mile of road.....	35,828	.....
Average distance carried.....	101.35	.....
Total passenger revenue—Page 35.....		3,966,691 91
Average amount received from each passenger.....		2 49.61
Average receipts per passenger per mile.....		02.463
Total passenger earnings—page 35.....		4,889,499 26
Passenger earnings per mile of road.....	4,494.84	1,087 80
Passenger earnings per train mile.....	3,796,051	1 28.805
Freight traffic—		
Number of tons carried of freight earning revenue.....	3,286,474	.....
Number of tons carried one mile.....	1,027,149,848	.....
Number of tons carried one mile per mile of road.....	228,517	.....
Average distance haul of one ton.....	312.54	.....
Total freight revenue.....		11,420,249 02
Average amount received for each ton of freight.....		3 47.5
Average receipts per ton per mile.....		01.112
Total freight earnings.....		11,439,255 02
Freight earnings per mile of road.....		2,544 96
Freight earnings per train mile.....	7,084,925	1 61.46
Passenger and freight—		
Passenger and freight revenue.....		15,386,940 93
Passenger and freight revenue per mile of road.....		3,423 25
Passenger and freight earnings.....		16,328,754 28
Passenger and freight earnings per mile of road.....		36,322 77
Gross earnings from operation.....		16,764,306 56
Gross earnings from operation per mile of road.....		3,729 68
Gross earnings from operation per train mile.....	10,880,976	1 54.070
Operating expenses.....		11,971,188 93

PASSENGER, FREIGHT, AND TRAIN MILEAGE—*Continued.*

ENTIRE LINE.

Item.	Column for Tonnage, Number Passengers, Number trains, Mileage, Number Cars.	Columns for Revenue and Rates.
<i>Passenger Freight.—Continued.</i>		
Operating expenses per mile of road.....		2,663 32
Operating expenses per train mile.....		1 10.084
Income from operation		4,793,119 63
Income from operation per mile of road		1,066 36
Train mileage—		
Miles run by passenger trains.....	3,520,128	
Miles run by freight trains.....	6,639,936	
Miles run by mixed trains.....	720,912	
Total mileage trains earning revenue.....	106,807.96	
Miles run by switching trains		
Miles run by construction and other trains.....	2,414.67	
Grand total train mileage.....	11,122,443	
Mileage of loaded freight cars—north or west.....	46,280,184.	
Mileage of loaded freight cars—south or east.....	61,364,668.	
Mileage of empty freight cars—north or west	30,051,638.	
Mileage of empty freight cars—south or east.....	12,989,833.	
Average number of freight cars in train.....	21.26	
Average number of loaded cars in train.....	15.19	
Average number of empty cars in train.....	6.07	
Average number of tons of freight in train.....	144.98	
Average number of tons of freight in each loaded car..	9.544	

(Page 63.) FREIGHT TRAFFIC MOVEMENT.

STATE OF NORTH DAKOTA.

[Company's material excluded.]

Commodity.	Freight Originating on this road.	Freight Received from connect- ing Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—	Whole Tons.	Whole Tons		
Grain.....	330,520	4,226	334,746	34.28
Flour.....	26,720	554	27,274	2.79
Other mill products.....	6,556	508	7,063	0.72
Hay.....	691		691	0.06
Tobacco.....				
Cotton.....				
Fruit and vegetables.....	5,296	38	5,334	0.55
Products of animals—				
Live stock.....	100,961	244	101,205	10.37
Dressed meats.....	2,399	69	2,468	.25
Other packing house products.....	2,753	75	2,828	.29
Poultry, game and fish.....	6,904	11	6,915	.71
Wool.....	5,095	32	5,127	.53
Hides and leather.....	1,244	60	1,304	.13
Products of mines—				
Anthracite coal.....	28,440		28,440	2.91
Bituminous coal.....	41,381		41,381	4.24
Coke.....	6,346		6,346	.65
Ores.....	38,369		38,369	3.93
Stone, sand and other like articles.....	5,448	2	5,450	.56
Products of forest—				
Lumber, lath and shingles.....	127,495		127,495	13.05
Other forest products.....	55,609		55,609	5.69
Manufactures—				
Petroleum and other oils.....	15,927		15,927	1.63
Sugar.....	1,580	40	1,620	0.17
Naval stores.....				
Iron, pig and bloom.....	3,359		3,359	.34
Iron and steel rails.....	2,596		2,596	.27
Other castings and machinery.....	14,337	27	14,364	1.43
Bar and sheet metal.....	3,214		3,214	.37

FREIGHT TRAFFIC MOVEMENT—*Continued.*

STATE OF NORTH DAKOTA.

[Company's Material Excluded.]

Commodity.	Freight Originating on this road.	Freight Received from Con- necting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Manufactures—Continued.	Whole Tons.	Whole Tons		
Cement, brick and lime.....	9,307	29	9,336	.96
Agricultural implements.....	3,784	82	3,866	.39
Wagons, carriages, tools, etc.....	1,209	28	1,237	.12
Wines, liquors and beers.....	8,764	14	8,778	.90
Household goods and furniture.....	5,506	195	5,701	.58
Merchandise.....	68,050	466	68,516	7.02
Miscellaneous—Other commodities not men- tioned above.....	39,931	231	40,162	4.11
Total tonnage.....	969,700	6,931	976,631	1.00.00

DESCRIPTION OF EQUIPMENT

(Page 65.)

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—Owned and leased—						
Passenger	3	134	134	Westinghouse		
Freight		422	422	Westinghouse		
Switching	1	78	62	Westinghouse		
Total locomotives in service	4	634	618			
Less locomotives leased [see Instructions page 64.]		82	82			
Total locomotives owned		552	536			
Cars—Owned and leased—						
In passenger service—						
First-class cars	2	79	79	Westinghouse	14	Miller
Second-class cars	2	59	59	Westinghouse	65	Crowell
Combination cars	1	28	28	Westinghouse	50	Miller
Emigrant sleeping cars		59	59	Westinghouse	28	Miller
Dining cars		26	26	Westinghouse	50	Miller
Parlor cars				Westinghouse	25	Cowell

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Sleeping cars, one-half interest.....		50	50	Westinghouse	10	Cowell
Baggage, express and postal cars.....	1	123	123	Westinghouse	40	Miller
Total.....	2	424	424		123	Miller
In freight service—					424	
Box cars.....	90	10,470	9,057	Westinghouse	604	Gould
					1639	Janney
					307	Drexell
					2386	American
					18	Miscellaneous
					90	
Flat cars.....	15	3,554	1,811	Westinghouse	270	Gould
					750	Janney
					1058	Drexell
					38	
Stock cars.....	11	988	988	Westinghouse	3	Gould
					211	Janney
					7	Drexell
					1	Chicago
					200	
Coal cars.....		2,508	1,803	Westinghouse	22	Gould
					603	Janney
					57	Drexell
					2	American
Tank cars.....	1	7		Westinghouse		
Refrigerator cars.....		289	289	Westinghouse	2	Gould
					170	Janney
					196	Drexell
					14	Miscellaneous
					10	

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Other cars in freight service.....		246	32	Westinghouse	30	Miller
Total.....	115	18,342	13,980		4,765	
In company's service—						
Officers' and pay cars.....		16	16	Westinghouse	16	Miller
Gravel cars.....						
Derrick cars.....		10		Westinghouse		
Caboose cars.....	7	317	277	Westinghouse		
Other road cars.....	85	1,053	9	Westinghouse		
Boarding cars.....	2	97		Westinghouse	4	Miller
Total cars in service.....	37	20,889	14,686		5,209	
Less cars leased.....		3,771	3,761		227	
Total cars owned.....		17,098	10,925		4,972	

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MILEAGE.

A. MILEAGE OF ROAD OPERATED.—(ALL TRACKS.)

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track	2,136.46	80.12	1,258.01		1,106.45	50.15	4,631.19		205.57	4,375.47
Miles of second track	19.08	1.40			20.80	7.70	49.07			41.37
Miles of third track						7.70	7.70			
Miles of fourth track						7.70	7.70			
Miles of yard track and siding	432.31	29.92	121.61		139.92		723.76		227.20	496.56
Total mileage operated (all tracks).	2,587.85	111.44	1,379.62		1,267.26	73.25	5,419.42		432.77	4,913.40

MILEAGE.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES.—(SINGLE TRACK.)

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Ralls.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Wisconsin.....	78.63	19.16				1.41	99.20		7.09	92.11
Minnesota.....	237.10	13.00	210.56		302.72	46.18	809.56		56.57	752.99
North Dakota.....	376.93	6.99	323.10		159.99		866.91		68.49	798.42
Manitoba.....			283.71			1.24	284.95			276.95
Montana.....	783.06	19.32	120.48		380.37		1,303.25		44.52	1,258.73
Idaho.....	84.06	5.83	66.48		41.84		198.21		12.84	185.37
Washington.....	538.00	14.90	273.68		221.53		1,048.11		19.80	1,028.31
Oregon.....	38.66	1.02				1.32	41.00		.28	40.74
Total mileage operated (single track.)	2,136.46	80.12	1,253.01		1,106.45	50.15	4,631.19		205.57	4,425.62

MILEAGE.
C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.—(SINGLE TRACK.)

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	Ralls.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Wisconsin.....	78.63	19.16	97.79	.....	7.09	90.70
Minnesota.....	237.10	13.00	250.10	.....	4.29	245.81
North Dakota.....	376.93	6.89	383.82	.....	.97	382.85
Montana.....	788.08	19.32	807.40	.....	.....	802.40
Idaho.....	84.06	5.83	89.89	.....	.....	89.89
Washington.....	538.00	14.90	552.90	.....	7.90	545.00
Oregon.....	38.66	1.02	39.68		.26	39.42
Total mileage owned (single track.).....	2,136.46	89.12	2,225.58		20.51	2,196.07

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RENEWALS OF RAILS AND TIES.

STATE OF NORTH DAKOTA.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.	Kind.	Num- ber.	Average Price at Distribut'g Point.
Iron	None	None	None	Oak	88,679	\$ 0 46
.....	.....	.....	.....	Fir	73	0 41
.....	.....	.....	.....	Tamarac	307,974	0 29
.....	.....	.....	.....	Pine	1,837	0 16
Total iron...	.....	.....	.....	.....	.....	.....
Steel						
.....	859	66 lbs.	\$ 30 96			
.....	150	56 lbs.	38 57			
Total steel...	1,009		\$ 32 09	Total	398,563	\$ 0 33

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CONSUMPTION OF FUEL BY LOCOMOTIVES.

STATE OF NORTH DAKOTA.

Locomotives.	Coal, Tons—Bituminous.	Wood—Cords.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
		Hard.	Soft.			
Passenger.....	22,508	70	637	22,872	600,250	76.21
Freight.....	82,197	187	1,680	83,162	1,626,312	102.27
Switching.....	6,840	33	302	7,013	326,246	42.99
Construction.....	2,436	4	39	2,459	66,813	73.61
Total.....	113,981	294	2,658	115,506	2,619,621	88.18
Average cost at distributing point.....	\$ 3.10	\$ 2.75	\$ 2.75			

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ACCIDENTS TO PASSENGERS AND OTHERS.

STATE OF NORTH DAKOTA.

Kind of Accident.	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions.....			1				1	
Derailments.....		22		3		1		4
Other train accidents.....								
At highway crossings.....			1				1	
At Stations.....			4	3		1	4	4
Other causes.....			1	1			1	1
Total.....		22	7	7		2	7	9

[Page 71]

ACCIDENTS TO PERSONS.

STATE OF NORTH DAKOTA.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....		6		6				12
Falling from trains & engines.....		6						6
Overhead obstructions.....								
Collisions.....		3						3
Derailments.....	1						1	
Other train accidents.....	1						1	
At highway crossings.....								
At stations.....		5	1	2	2		3	7
Other causes.....								
Total.....	2	20	1	8	2		5	28

CHARACTERISTICS OF ROAD.

(Page 73.)

Working Divisions or Branches.			Alignment.			Profile.						
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Number.	Sum of Ascents, Feet.	Aggregate Length of Ascents, Miles.	Number.	Sum of Descents, Feet.	Aggregate Length of Descents, Miles.
Ashland, Wis.	Portland, Oregon	2136.46	2,480	493.43	1,643.03	390.38	993	23,015	866.36	1,083	24,383	879.22
Little Falls, Minn.	Morris, Minn.	87.78	102	18.04	69.74	17.60	71	1,107	39.29	66	1,103	30.89
Wadena Junction, Minn.	Milnor, N. D.	117.05	99	17.79	99.26	26.09	177	841	42.58	114	1,092	48.38
Fair View, Minn.	Bayne, N. D.	14.84	18	2.16	12.68	7.77	10	49	6.67	3	7	0.40
Fargo, N. D.	Edgeley, N. D.	108.71	57	9.29	99.42	24.82	95	1,280	60.00	63	557	23.89
Sanborn, N. D.	Cooperstown, N. D.	36.75	29	4.21	32.54	5.69	57	349	15.46	39	343	15.00
Jamestown, N. D.	Leeds, N. D.	120.62	52	11.91	108.71	14.91	110	1,262	55.16	104	1,010	50.55
Fertile, Minn.	Carthage, Minn.	44.51	22	3.58	40.93	9.06	11	45	4.02	26	346	31.43
International Boundary	Bandon, etc., Man.	293.71	131	25.68	268.03	77.91	196	1,857	117.57	126	1,252	68.23
Laurel, Mont.	Red Lodge, Mont., Inc. Mine Spur	45.43	17	5.28	40.15	2.72	19	2,402	40.12	8	57	2.39
Livingston, Mont.	Cinnabar, Mont.	51.45	63	11.58	39.87	5.27	49	1,163	35.55	41	482	10.63
Prickley Pear Jct., Mont.	Wickes, Mont.	20.61	58	5.54	15.06	1.52	9	1,320	18.44	3	22	.64
Idaho State Line.	Mission, etc., Idaho	50.39	229	20.53	29.86	3.82	20	13,042	10.40	28	2,862	36.17
Hanser Jct., Idaho.	Cour d' Alene, Idaho	13.65	33	4.22	9.43	1.71	18	272	6.02	22	281	5.92

CHARACTERISTICS OF ROAD.—Continued.

Working Divisions or Branches.			Alignment.			Profile.					
		Miles.	Number of curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Ascending Grades.			Descending Grades.		
From—	To—					Number.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Number.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Clealum, Wash.....	Roslyn, Idaho.....	5.30	20	2.50	2.80	1	528	5.30			
Palmer, Wash.....	Kangley, etc., Idaho.	11.87	43	4.49	7.38	7	510	7.43	5	151	3.19
Nor. Pacific & Cascade	Division, ...	18.46	89	7.73	10.73	5	1,084	18.11			
Orting, Wash.....	Puyallup River, Idaho	7.64	16	2.21	5.43	1	351	7.64			
Meeker, Wash.....	Seattle & Kirkland, Id.	43.08	62	9.90	33.18	13	147	7.90	13	372	19.98
United Rys. of Wash.		179.24	287	45.28	133.95	80	1,610	54.37	71	18,484	60.03
St. Paul, Minn.....	Brainerd and Staples	180.56	106	24.17	156.39	145	1,556	97.10	108	938	46.19
Winnipeg, Man.....	International B'n'y	205.90	93	19.61	186.29	105	710	46.39	124	1,100	91.87
Jamestown, N. D.....	Oakes, N. D.....	63.75	74	15.00	48.75	72	341	20.66	79	533	29.88
Nor. Pacific & Montana	Division	384.11	801	103.40	250.71	81	13,472	221.16	72	3,217	93.27
Helena, Montana.....	Rimint	16.52	43	4.43	12.09	6	1,346	14.39	1	24	.93
Spokane & Palouse.	Division	150.94	421	63.11	87.83	67	2,959	70.61	43	3,678	65.51
Cheney	Conlee City	109.34	146	27.51	81.83	35	1,084	29.91	46	1,866	57.02
Tacoma Wharf Line....	Pacific Mill	3.80	38	1.40	2.40	1	5	.11	1	5	.08
Total		4,462.46	5,629	963.94	3,498.47	2,454	619,172	1,918.83	2,309	476,284	1,672.49

CHARACTERISTICS OF ROAD—STATE OF NORTH DAKOTA—*Continued.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Iron.....	44	13,678	4	17	6	1,582	.....
Wooden.....	158	23,622	7	30	0	825	.....
Combination.....	40	9,600	8	78	0	2,639	.....
Total.....	242	46,900	7				
Trestles.....							
Tunnels.....	30	28,339	0	73		9,834	.....

Gauge of track, 4 feet 8½ inches, 2,216.58 miles.

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.
Bridges.....	11	18	9
Trestles.....	19	19	0
Total.....	30		

(Page 75.)

TELEGRAPH.

(A. Owned by Company Making This Report.)

Miles of Line.	Miles of Wire.	Operated by This Company.		Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of operating Company.
14.65	5,169.88	14.65	5,169.88			Owned and operated by N. P. R. R.
	2,913.20		2,913.20			Owned jointly and operated by N. P. R. R.
4,080.94	1,827.85				1,827.85	Owned and operated jointly by N. P. W. U. Tel. Co. & G. N. W. T. Co.
263.54	2,938.73				2,938.73	Owned jointly and operated by W. U. T. Co. and G. N. W. T. Co.

(B. Owned by Another Company, but Located on Property of Road Making This Report.)

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
	4,516.06	Western Union Telegraph Co.	W. U. Tel. Co.
	131.88	Great Northwestern Tel. Co.	G. N. W. Tel. Co.

CAR MILEAGE.

No arrangement with fast freight lines. The customary rate for mileage is paid for foreign cars when on this line, without distinction.

OATH.

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

I, the undersigned, J. A. Barker, general auditor for the Receivers of the Northern Pacific Railroad company, on oath say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. A. BARKER,
General Auditor,

Subscribed and sworn to before me this 13th day of November, 1894.

L. R. KIDDER,
Notary Public, 111, New York County and State.

ANNUAL REPORT

OF THE

GREAT NORTHERN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1894.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Great Northern Railway Co.
2. Date of organization? March 1, 1856.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, acts of March 1, 1856, February 23, 1857, February 23, 1865, March 5, 1869, March 6, 1880, March 2, 1870, March 11, 1879, March 7, 1881, March 10, 1885.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
J. Kennedy Tod.....	New York, N. Y.....	Three years from Oct. 8, 1891
Edward Sawyer.....	St. Paul, Minn.....	Three years from Oct. 8, 1891
M. D. Grover.....	St. Paul, Minn.....	Three years from Oct. 8, 1891
Sir Donald A. Smith.....	Montreal, Quebec.....	Three years from Oct. 13, 1892
Jacob W. Schliff.....	New York, N. Y.....	Three years from Oct. 13, 1892
Edward T. Nichols.....	New York, N. Y.....	Three years from Oct. 13, 1892
James J. Hill.....	St. Paul, Minn.....	Three years from Oct. 16, 1893
W. P. Clough.....	St. Paul, Minn.....	Three years from Oct. 16, 1893
Samuel Hill.....	Minneapolis, Minn.....	Three years from Oct. 16, 1893

Total number of stockholders at date of last election? 340.

Date of last meeting of stockholders for election of directors? Oct. 16, 1893.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Robert I. Farrington; title, comptroller; address, St. Paul, Minn.

OFFICERS.

Title.	Name.	Location of Office.
President.....	James J. Hill.....	St. Paul, Minn.
First Vice President.....	W. P. Clough.....	St. Paul, Minn.
Secretary and Assistant Treasurer.....	E. T. Nichols.....	New York, N. Y.
Treasurer and Assistant Secretary.....	E. Sawyer.....	St. Paul, Minn.
General Solicitor.....	M. D. Grover.....	St. Paul, Minn.
Comptroller.....	Robert I. Farrington.....	St. Paul, Minn.
General Manager.....	C. H. Warren.....	St. Paul, Minn.
Chief Engineer.....	N. D. Miller.....	St. Paul, Minn.
Gen. Superintendent Eastern div.....	E. W. McKenna.....	St. Paul, Minn.
Gen. Superintendent Western div.....	J. D. Farrell.....	Spokane, Wash.
Division Superintendent.....	J. B. Rice.....	St. Paul, Minn.
Division Superintendent.....	O. O. Winter.....	Minneapolis, Minn.
Division Superintendent.....	J. M. Barr.....	Willmar, Minn.
Division Superintendent.....	C. H. Jenks.....	Grand Forks, N. D.
Division Superintendent.....	Russell Harding.....	Grand Forks, N. D.
Division Superintendent.....	F. H. Britton.....	Havre, Mont.
Division Superintendent.....	P. Ryan.....	Kalispell, Mont.
Division Superintendent.....	F. L. Corlin.....	Leavenworth, Wash.
Superintendent of Telegraph.....	C. P. Adams.....	St. Paul, Minn.
Traffic Manager.....	W. W. Finley.....	St. Paul, Minn.
Assistant Traffic Manager.....	P. P. Shelby.....	Seattle, Wash.
General Freight Agent.....	Geo. O. Somers.....	St. Paul, Minn.
Asst. General Freight Agent.. }	W. J. Evans.....	St. Paul, Minn.
	A. Gray.....	St. Paul, Minn.
General Passenger Agent.....	F. I. Whitney.....	St. Paul, Minn.
Asst. General Passenger Agent..	Daniel Davies.....	St. Paul, Minn.
General Ticket Agent.....	F. I. Whitney.....	St. Paul, Minn.
Asst. General Ticket Agent.....	Daniel Davies.....	St. Paul, Minn.
General Baggage Agent.....	S. A. Smart.....	St. Paul, Minn.
Land Commissioner.....	C. H. Babcock.....	St. Paul, Minn.

(Page 9.)

PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Line operated under lease for specified sum.				
St. P., M. & M. Railway Co.	St. Paul, Minn.	Barnesville	217.32	
St. P., M. & M. Railway Co.	State Fair Grounds	Spur	.64	
St. P., M. & M. Railway Co.	Osseo Jct., Minn.	St. Cloud, including North "Y"	63.07	
St. P., M. & M. Railway Co.	Elk River, Minn.	Milaca	31.80	
St. P., M. & M. Railway Co.	St. Cloud, Minn.	Ilwaco	66.43	
St. P., M. & M. Railway Co.	E. St. Cloud, Minn.	Sauk Rapids	2.14	
St. P., M. & M. Railway Co.	St. Cloud, Minn.	Willmar Jct	55.85	
St. P., M. & M. Railway Co.	Sauk Center	Park Rapids	90.96	
St. P., M. & M. Railway Co.	Fergus Falls	Pelican Rapids	21.65	
St. P., M. & M. Railway Co.	Carlisle Jct., Minn.	Elizabeth	3.52	
St. P., M. & M. Railway Co.	Evansville, Minn.	Tintah Jct	32.03	
St. P., M. & M. Railway Co.	N. St. Cloud, Minn.	Branch	2.53	
St. P., M. & M. Railway Co.	Minneapolis Jct.	East Minneapolis	.95	
St. P., M. & M. Railway Co.	East Minneapolis	Breckenridge	204.20	
St. P., M. & M. Railway Co.	Minnetonka North	Shore Line	5.93	
St. P., M. & M. Railway Co.	Hutchinson Jct.	Hutchinson	53.13	
St. P., M. & M. Railway Co.	Morris	Brown's Valley	46.68	
St. P., M. & M. Railway Co.	Tintah Junction	Ellendale, N. D.	104.32	
St. P., M. & M. Railway Co.	Rutland, N. D.	Aberdeen, S. D.	64.00	
St. P., M. & M. Railway Co.	Benson, Minn.	Watertown, S. D.	91.62	
St. P., M. & M. Railway Co.	Barnesville	St. Vincent	170.95	
St. P., M. & M. Railway Co.	St. Vincent Jct	Boundary Line	2.62	
St. P., M. & M. Railway Co.	St. Vincent Jct	End of Track, via Old Depot	2.12	
St. P., M. & M. Railway Co.	Shirley	St. Helair	21.55	
St. P., M. & M. Railway Co.	Barnesville Jct	Grand Forks Jct.	98.14	
St. P., M. & M. Railway Co.	Grand Forks	Boundary Line	80.94	
St. P., M. & M. Railway Co.	Grafton	Cavalier	31.71	
St. P., M. & M. Railway Co.	Moorhead	Halstead	34.09	
St. P., M. & M. Railway Co.	Moorhead	Wahpeton	42.91	
St. P., M. & M. Railway Co.	Carman	Fosston	44.69	

PROPERTY OPERATED.—*Continued.*

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Line operated under lease for specified sum.—Continued.				
St. P., M. & M. Railway Co.	Halstad, Minn.	Alton, N. D.	10.38	
St. P., M. & M. Railway Co.	Breckenridge	Larimore, N. D. via Portland	132.00	
St. P., M. & M. Railway Co.	Everest, N. D.	Portland Jct., via Mayville	50.44	
St. P., M. & M. Railway Co.	Ripon, N. D.	Hope, N. D.	29.50	
St. P., M. & M. Railway Co.	Crookston Jct.	Minot, N. D.	230.33	
St. P., M. & M. Railway Co.	Park River Jct.	Langdon, N. D.	73.88	
St. P., M. & M. Railway Co.	Rugby Jct., N. D.	Bottineau, N. D.	38.66	
St. P., M. & M. Railway Co.	Church's Ferry	St. Johns, N. D.	55.21	
St. P., M. & M. Railway Co.	Minot	So. Side Sun River	549.25	
St. P., M. & M. Railway Co.	Johnstown Jct.	With Sand Coulee Br. Gt. Falls	3.10	
St. P., M. & M. Railway Co.	West Side branch	Gt. Falls, Mont.	5.04	
St. P., M. & M. Railway Co.	Gt. Falls, Mont.	Montana Smelter	5.33	
St. P., M. & M. Railway Co.	Gt. Falls & Can.	R'y. connection at Gt. Falls	1.26	
St. P., M. & M. Railway Co.	St. Hillaire, Minn.	Thief River Falls	7.59	
St. P., M. & M. Railway Co.	St. Hillaire, Minn.	Red Lake Falls	10.13	
St. P., M. & M. Railway Co.	Pac. Jct., Mont.	East Spokane	511.30	
St. P., M. & M. Railway Co.	Spokane, Wash.	Lowell, Wash.	307.53	
St. P., M. & M. Railway Co.	Addison	Branch N. D.	11.78	3,721.20
Everett & Monte Cristo	Lowell, Wash.	Everett, (E. & M. C. Jct.)	5.25	
Seattle & Montana	Everett (E. & M. C. Jct.)	Seattle, Wash.	36.00	
Spokane Union Depot Co.	Jct. N. P. Rail- way tracks.	Jct. S. L. S. & E. Ry.	2.56	

PROPERTY OPERATED.—*Continued.*

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Seattle, Lake Shore & Eastern Railway.....	Tracks Spokane U. D. Co.....	Connection G. N. Ry. W Spokane	1.40	
Union Pacific Railway Co Oregon Short Line & Utah Nav. Co.....	East Spokane.....	Connection tracks Spokane U. D. Co.'s tracks.....	.84	46.05
Total mileage operated.....				3,767.25

[Name of All Coal, Bridge, Canal, or Other Properties, the Earnings, and Expenses of Which Affect the General Balance Sheet.—Pages 49 and 51.]

Name.	Character of Business.	Title. [Owned, Leased, Etc.]	State or Territory.
Hotel Lafayette.....	Hotel.....	Owned.....	Minnesota
Elevator "B".....	Handling grain....	Owned.....	Minnesota

(Page 17.)

CAPITAL STOCK.

Description.	Number of shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends declar'd During Year.	
					Rate.	Amount.
Common.....	200,000	\$ 100	\$ 20,000,000	None.	.....	.....
*Preferred..	250,000	100	25,000,000	\$ 25,000,000	†	\$ 1,187,500
Total	450,000	.....	\$ 45,000,000	\$ 25,000,000	.....	\$ 1,187,500

Manner of payment for Capital Stock.	Number of Shares Issued During year.	Cash Realized on Amount Issued During Year.	Total Number of Shares Issued.	Total Cash Realized.
Issued exclusively for cash				
Common.....				
Preferred.....	50,000	\$ 5,000,000	50,000	\$ 5,000,000
Issued for construction—				
Common.....				
Preferred.....				
Issued for reorganization—				
Common.....				
Preferred.....				
Issued for one-half cash and one-half properties and securities transferred to this company by the St. P., M. & M. railway—				
Preferred.....			200,000	20,000,000
Total.....	50,000	\$ 5,000,000	250,000	\$ 25,000,000

EXPLANATORY REMARKS.

* By vote of the stockholders the capital stock of this company was increased to \$45,000,000—\$25,000,000 preferred and \$20,000,000 common. The \$5,000,000 new stock was issued September 1, 1893.

† Dividends paid as follows:

1½ per cent. on \$20,000,000.....	\$ 250,000	
3¼ per cent. on \$25,000,000.....	937,500	
Total.....		\$ 1,187,500

‡ The original issue of stock was paid half in cash and half in properties and securities.

FUNDED DEBT.

(Page 19.)

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate Per cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Ac- rued During Year.	Amount Paid During Year.
Collateral trust.....	Sept 1 1892	Sept 1 1902	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$10,834,572 99	4	Sept. 1 March 1	\$ 600,000 00	\$ 597,120 00
Total.....			\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$10,834,572 99			\$ 600,000 00	\$ 597,120 00
Miscell. obligations.....			15,000,000 00	15,000,000 00	15,000,000 00	10,834,572 99			600,000 00	597,120 00
Grand total.....			\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$10,834,572 99			\$ 600,000 00	\$ 597,120 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds—Page 19.....				
Miscellaneous obligations—Page 19.....	\$ 15,000,000 00	\$ 15,000,000 00	\$ 600,000 00	\$ 587,130 00
Income bonds—Page 19.....				
Equipment trust obligations—Page 21.....				
Total.....	\$ 15,000,000 00	\$ 15,000,000 00	\$ 600,000 00	\$ 587,130 00

CURRENT ASSETS AND LIABILITIES.

(Page 23.)

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1894.	Amount.
Cash.....	\$ 1,722,461 14	Receiver's certificates.....	
Bills receivable.....	760,967 07	Loans and bills payable.....	\$ 907,296 80
Due from Agents.....	232,796 37	Audited vouchers and accounts.....	1,291,548 41
Net traffic balances due from other companies.....	125,775 62	Wages and salaries.....	533,456 97
Due from solvent companies and individuals.....	2,734,135 19	Net traffic balances due to other companies.....	
*Advance for construction.....	8,288,291 95	Dividends not called for.....	882 50
		Matured interest coupons unpaid (including coupons due July 1).....	4,540 00
		Rents due July 1.....	1,225,319 48
		Miscellaneous.....	1,975,806 41
Total—Cash and current assets.....	\$ 13,864,427 94	Total—Current liabilities.....	\$ 6,028,799 57
Balance—Current liabilities.....		Balance—Cash assets.....	7,835,628 37
Total.....	\$ 13,864,427 94	Total.....	\$ 13,864,427 94

*Materials and supplies on hand, \$711,780 07.

See general balance sheet—Page 49.

(Page 25.)

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment.	
		To Railroads.	To Other Properties, [Page 11.]
Capital stock* - Page 17	\$ 25,000,000		\$ 25,000,000
Bonds† - Page 19 [Grand total]	15,000,000		15,000,000
Equipment trust obligations - Page 21			
Current liabilities - Page 23			
Total	\$ 40,000,000		\$ 40,000,000

*The capital stock is apportioned to other properties and securities.

†The bonds are apportioned to securities as shown on page 57.

COST OF EQUIPMENT AND PERMANENT IMPROVEMENTS

TO ST. P. M. & M. RAILWAY.

Item.	Expenditures During Year.		Total Cost to June 30, 1898.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—					
Right of way		\$ 80,802 17	\$ 12,400 00	102,202 17	
Other real estate		5 50	1,174 85	1,180 45	
Fences		2,910 83	11,207 69	14,118 52	
Grading and bridge and culvert masonry			2,836 97	2,836 97	
Bridges and trestles, ...		25,483 63		25,483 63	
Rails		87,558 14		87,558 14	
Ties					
Other superstructure					
Buildings, furniture and fixtures		52,007 10	101,653 06	49,645 96	
Shop machinery and tools		27,008 05	27,008 05		
Engineering expenses....					
Interest during construction.					
Discount on securities sold for construction					

COST OF EQUIPMENT AND PERMANENT IMPROVEMENTS

TO ST. P. M. & M. RAILWAY.—*Continued.*

Item.	Expenditures during year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses, Charged to Construction or Equipment.			
Telegraph line					
Wharfing, etc.		\$ 13,839 27	\$ 28,411 89	\$ 14,522 62	...
Sidings and yard extensions					
Terminal facilities and elevators					
Road built by contract					
Purchase of constructed road					
Other items		5,720 21		5,720 21	
Cost of permanent improvements to S. P. M. & M. Ry.					
Equipment—					
Locomotives		\$ 118,576 06	\$ 184,792 61	\$ 303,368 67	\$ 80 44
Passenger cars		117,424 39	709,085 09	826,509 48	
Sleeping, parlor and dining cars		612 38	14,616 59	13,974 21	
Baggage, express and postal cars		141,309 00	155,789 71	296,998 71	
Combination cars		37,456 33		37,456 33	

COST OF EQUIPMENT AND PERMANENT IMPROVEMENTS.

TO ST. P., M. & M. RAILWAY—Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1883.	Total Cost to June 30, 1884.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Equipment—Continued.					
Freight cars.....		\$ 227,596 85	\$ 711,211 20	\$ 938,808 05	
Other cars of all classes.....		33,212 71	349,792 81	383,005 52	
Total equipment.....		\$ 356,256 90	\$ 1,940,495 40	\$ 2,498,752 30	\$ 662 03
Cost of permanent improvements to S. P. M. & M. Ry and equipment.....					
Total cost permanent improvements to S. P. M. & M. R'y in North Dakota.....		\$ 674,832 98	\$ 2,125,288 01	\$ 2,300,120 97	\$ 742 47
				\$8,868 79	\$5 49

(Page 31.)

INCOME ACCOUNT.

[For roads making operating reports.]

Gross earnings from operation—Page 35	\$ 11,385,770 96	
Less operating expenses—Page 45	6,488,779 21	
Income from operation		\$ 4,896,991 75
Dividends on stocks owned—Page 37	\$ 1,084,607 25	
Interest on bonds owned—Page 39	133,197 49	
Miscellaneous income—less expenses—Page 41	233,297 57	
Income from other sources		\$ 1,951,102 31
Total income		\$ 6,848,094 06
Deductions from income—		
Interest on funded debt accrued—Page 23	\$ 600,000 00	
Rents paid for lease of road—Page 47 A	4,752,804 91	
Taxes	411,942 83	
Total deductions from income		\$ 5,764,747 74
Net income		\$ 1,083,346 32
Dividends, 5 per cent., preferred stock—Page 17	\$ 1,187,500 00	
Total		\$ 1,187,500 00
Deficit from operations of year ending June 30, 1894		\$ 104,153 68
Surplus on June 30, 1893 [from "General Balance Sheet," 1893 report]		3,527,956 82
Surplus on June 30, 1894, [for entry on "General Balance Sheet," page 51]		\$ 3,423,803 14

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EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue.....			
Less repayments--			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....			\$ 445,769 87
Mail.....			95,447 37
Express.....			35,326 18
Extra baggage and shortage.....			6,642 00
Other items.....			21,265 14
Total passenger earnings.....			\$ 604,450 56
Freight--			
Freight revenue.....			
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....			\$ 2,124,306 31
Stock yards.....			
Elevators.....			
Other items.....			441 92
Total freight earnings.....			2,124,747 23
Total passenger and freight earnings.....			\$ 2,729,197 79

EARNINGS FROM OPERATION.—*Continued.*

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions Account of Repayments, Etc.	Actual Earnings.
Other earnings from operation—			
Car mileage—balance			
Switching charges—balance			\$ 960 00
Telegraph companies			216 00
Rents from tracks, yards and terminals— page 41			538 00
Rents not otherwise provided for			
Other sources			
Total other earnings			\$ 1,714 00
In North Dakota—Total gross earnings from operation			\$ 2,730,911 79
Entire line—Total gross earnings from operation			\$ 11,385,770 96

(Page 37.)

STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Eastern Railway Company of Minnesota.....	\$ 5,000,000	8	\$ 400,000 00	\$ 5,000,000
Montana Central Railway company.....	5,000,000			5,000,000
Willmar and Sioux Falls Railway company....	1,500,000	10	150,000 00	1,500,000
Duluth, Watertown and Pacific Railway com- pany.....	730,000			730,000
Northern Steamship company.....	1,500,000	10	150,000 00	1,500,000
Minneapolis Union Railway company.....	500,000	15	75,000 00	500,000
St. Paul Union Depot company *.....	50,000	6	3,800 00	50,000
Minnesota Transfer Railway company.....	7,000			7,000
St. Paul, Minneapolis and Manitoba Railway company.....	5,800	6	336 00	5,800
Lake Superior Terminal and Transfer Railway company.....	16,700			16,700
Total †.....	\$ 14,309,300			\$ 14,309,300
Other railway stocks owned—				
Minneapolis Western Railway.....	\$ 50,000			\$ 50,000
Great Northern Railway company.....	5,950	5	221 25	5,950
Sioux City and Northern Railway.....	380,000			350,000
Butte, Anaconda and Pacific Railway.....	480,000			490,000
Total.....	\$ 925,950		\$ 779,357 25	\$ 895,950

* The admission of two additional railway companies to the use and privileges of the St. Paul Union Depot Co. made necessary the rearrangement of the holdings of stock of said company so that each railway company holds 500 shares instead of 700, as heretofore, thus involving the surrender of 200 shares held by this company:

Dividends received, \$70,000, at 6 per cent for eight months.....	\$ 2,800
Dividends received, \$50,000, at 6 per cent interest for four months.....	1,000
	\$ 3,800

† The following stocks were acquired from the S. P. M. & M. R'y:

Railway stocks.....	\$ 14,309,300
Other stocks.....	485,500
	\$ 14,794,800

STOCKS OWNED.—*Continued.*

B. OTHER STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Sand Coulee Coal Company †.....	\$ 250,000	...	\$ 300,000 00	\$ 250,000
Climax Coal Company.....	149,000	.....	.....	149,000
St. Paul Foundry Company.....	75,000	7	5,250 00	75,000
Ft. Benton Bridge Company.....	11,600	.....	.....	11,600
Total	\$ 485,600	.....	.....	\$ 485,600
Total † .....	.....	.....	\$ 305,250 00	.....
Grand total—A and B.....	\$ 925,950	.....	\$ 1,084,607 25	\$ 895,650

† Paid out of profits of the Sand Coulee Coal Co., covering the last four years.

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BONDS OWNED.

A. RAILWAY BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Duluth, Watertown and Pacific Railway Co	\$ 1,375,000	6	\$ 82,500 00	\$ 1,375,000 00
St. P. M. & M. Ry., Montana extension.....	6,000	6	360 00	6,000 00
Minnesota Transfer Ry. Co. *.....	109,000	....	1,436 52	109,000 00
Total.....	\$ 1,490,000	.....		\$ 1,490,000 00
Minnesota Transfer Railway.....	\$ 3,000	....	39 54	\$ 3,000 00
St. P. M. & M. Railway, Montana extension.....	337,000	....	12,660 00	289,459 97
Minneapolis Western Railway.....	500,000	5	18,100 00	450,000 00
Butte, Anaconda & Pacific Railway.....	1,000,000	.....		900,000 00
St. Paul Union Depot Company ‡.....		.....		5,142 85
S. P. M. & M. Ry., Pacific Ext. Bonds.....	\$ 3,000,000	.....		15,000,000 00
Interest received on bonds held and dis- posed of during the year.....			13,305 43	
Total.....			\$ 128,401 49	\$ 16,627,602 82

* The following bonds were acquired from the S. P. M. & M. R'y, namely:

Railway bonds per list page 39 "A" 1.....	\$ 1,490,000
Other bonds per list page 39 "B" 1.....	73,300
	\$ 1,563,300

‡ This company has made advances to the St. Paul Union Depot Co. of \$5,142.85, for which bonds of that company will be received.

BONDS OWNED.—*Continued.*

B. OTHER BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Todd County.....	\$ 23,000	5	\$ 1,150 00	\$ 23,000 00
Town of Hutchinson.....	12,000	6	720 00	12,000 00
Town of Breckenridge.....	4,300	7	301 00	4,300 00
County of Pipestone.....	30,000	6	1,800 00	30,000 00
Town of Minnesota Falls.....	2,000	6	120 00	2,000 00
Town of Saunders.....	2,000			2,000 00
Total *.....	\$ 73,300			\$ 73,300 00
Town of Wadena.....	\$ 8,000	6	480 00	\$ 7,200 00
Town of Leaf River.....	2,000	6	120 00	1,800 00
Town of Straight River.....	1,000			900 00
Telegraph Publishing Company of Seattle..	3,000			3,000 00
Interest on bonds held and disposed of dur- ing the year.....			105 00	
Total	\$ 14,000		\$ 4,796 00	\$ 12,900 00
Grand total—A and B.....			\$ 133,197 40	\$ 16,640,502 82

* The following bonds were acquired from the S. P. M. & M. R'y, namely:

Railway bonds per list page 39 "A" 1.....	\$ 1,490,000
Other bonds per list page 39 "B" 1.....	73,300
	\$ 1,563,300

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RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals.....	St. Paul, Minn.....	C., B. & N. Railway	\$19,999 92	
	Minneapolis, Minn...	C., B. & N. Railway	711 43	
	St. Anthony Park....	Mpls Union Ele. Co..	1,500 00	
	St. Paul, Minn.....	Mpls S. P. & S. S. M. Ry	4,253 33	
	St. Paul, Minn.....	E. R. of M.....	1,007 14	
	Minneapolis, Minn...	Mpls & St. Louis Ry.	729 96	
	Great Falls, Mont....	M. C. Railway.....	3,600 00	
	Sundry.....	Sundry.....	6,206 00	
Total.....				\$38,007 78
Grand total rents received				\$38,007 78

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent of leased lines.....	\$ 236,134 37		\$ 236,134 37
Interest and exchange.....	248,099 46		248,099 46
Bills receivable.....	109,806 95		109,806 95
Elevator "B".....	29,861 36	\$ 17,602 86	12,258 50
Miscellaneous.....	126,998 29		126,998 29
Total.....	\$ 750,900 43	\$ 176,02 86	\$ 733,297 57

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OPERATING EXPENSES.

Item.	Amount.	Total.
Maintenance of way and structures—		
Repairs of roadway.....	\$ 960,454 10	
Renewals of rails.....	117,094 19	
Renewals of ties.....	248,116 40	
Repairs of bridges and culverts.....	246,885 92	
Repairs of fences, road-crossings, signs, and cattle guards.....	27,606 73	
Repairs of buildings.....	98,584 46	
Repairs of docks and wharves.....	732 55	
Repairs of telegraph.....	16,660 88	
Other expenses.....		
Total.....		\$ 1,716,135 23
Maintenance of equipment—		
Repairs and renewals of locomotives.....	\$ 317,148 59	
Repairs and renewals of passenger cars.....	166,957 15	
Repairs and renewals of freight cars.....	376,189 08	
Repairs and renewals of ferry-boats, tugs, floats and barges.....		
Shop machinery, tools, etc.....	12,991 40	
Other expenses.....		
Total.....		\$ 873,286 22
Conducting transportation—		
Wages of enginemen, firemen, and roundhouse men.,	\$ 601,493 32	
Fuel for locomotives.....	1,045,751 40	
Water-supply for locomotives.....	55,722 60	
All other supplies for locomotives.....	31,189 08	
Wages of other trainmen.....	469,886 55	
All other train supplies.....	50,562 53	
Wages of switchmen, flagmen, and watchmen.....	138,116 77	
Expense of telegraph, including train dispatchers and operators.....	100,727 32	
Wages of station agents, clerks, and laborers.....	385,766 96	
Station supplies.....	43,893 30	
Switching charges—balance.....	5,219 51	

OPERATING EXPENSES—*Continued.*

Item.	Amount.	Total.
Conducting transportation—Continued.		
Car mileage—Balance.....	\$ 1,857 99	
Loss and damage.....	92,156 71	
Injuries to persons.....	57,150 75	
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, and supplies.....		
Other expenses.....	20 00	
Total.....		\$ 3,075,798 81
General expenses—		
Salaries of officers.....	\$ 101,239 40	
Salaries of clerks.....	152,723 14	
General office expenses and supplies.....	25,942 60	
Agencies, including salaries and rent.....	78,741 11	
Advertising.....	24,196 75	
Commissions.....	16,064 11	
Insurance.....	41,729 42	
Expense of fast freight lines.....		
Expense of traffic associations.....	33 26	
Expense of stock yards and elevators.....	108 00	
Rents for tracks, yards and terminals—Page 47, B.....	234,855 99	
Rents not otherwise provided for.....	986 32	
Legal expenses.....	34,168 01	
Stationery and printing.....	46,449 03	
Other general expenses.....	66,321 81	
Total.....		\$ 823,558 95
Recapitulation of expenses—		
Maintenance of way and structures.....	\$ 1,716,135 23	
Maintenance of equipment.....	873,286 22	
Conducting transportation.....	3,075,798 81	
General expenses.....	823,558 95	
Grand Total.....		\$ 6,488,779 21
Percentage of expenses to earnings—North Dakota..		56 99

OPERATING EXPENSES.—*Continued.*

Item.	Amount.	Total.
Operating expenses--State of North Dakota--		
Maintenance of way and structures.....	\$ 525,703 22	.....
Maintenance of equipment.....	217,067 79	.....
Conducting transportation.....	666,680 98	.....
General expenses.....	138,926 76	
Total.....		\$ 1,548,358 75
Percentage of expenses to earnings--North Dakota..		56 70

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RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
St. Paul, Minneapolis & Manitoba Ry.....	\$ 3,505,973 76	\$ 1,200,000 00	\$ 6,681 15	\$ 4,712,654 91
Union Pacific Ry.....			750 00	750 00
Seattle & Montana Ry.....			25,000 00	25,000 00
Seattle, Lake Shore & Eastern.....			14,400 00	14,400 00
Total rents—A.....	\$ 3,505,973 76	\$ 1,200,000 00	\$ 46,831 15	\$ 4,752,804 91

B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Spokane, Wash.....	Union Pacific Ry.....	\$ 135 77	
	Spokane, Wash.....	Seattle L. S. & E. Ry.....	771 75	
	Lowell to Everett Jct.	Ev. & M. C. Ry.....	5,397 37	
	Everett Jct to Seattle..	Seattle & Mont. Ry.....	59,641 38	
Total.....				\$ 65,946 27
Terminals.....	Minneapolis, Minn. ..	Minneapolis Union Ry.	\$ 74,053 96	
	St. Paul, Minn.....	St. Paul Union Depot Co....	24,006 04	
	Minnesota Transfer...	Minnesota Transfer Ry.....	35,437 07	
	Spokane, Wash.....	Spokane Union Depot Co...	35,412 65	
Total.....				\$ 168,909 72
Grand total rents—B.....				\$ 234,855 99

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

June 30, 1893		Assets.	June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$19,250,000 00		Cost of properties and securities—Page 29	\$ 19,250,000 00	.....	.....	.....
1,940,485 40		Cost of equipment—Page 29	2,406,752 30	.....	\$ 556,256 90	.....
400,000 00		Stocks owned—Page 37	895,950 00	.....	495,950 00	.....
15,387,720 00		Bonds owned—Page 38	16,640,302 82	.....	1,052,722 82	.....
892,255 38		Other permanent investments	893,005 81	.....	750 43	.....
184,792 61		Additions and improvements to St. P. M. & M. Ry.	303,388 67	.....	118,576 06	.....
\$ 38,255,253 39				\$ 40,470,579 60	.....	.....
14,092,899 45		Cash and current assets—Page 23		13,864,427 94	.....	\$ 228,471 51
		Other Assets—			.....	.....
1,246,532 35		Materials and supplies	721,780 07	.....	.....	534,752 28
1,246,532 35				721,780 07	.....	.....
\$ 53,594,695 19		Grand total		\$ 55,065,787 61	\$ 1,471,092 42	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

June 30, 1893.		Liabilities.	June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 20,000,000 00	Capital stock—Page 17			\$ 25,000,000 00	\$ 5,000,000 00	
15,000,000 00	Funded debt—Page 23			15,000,000 00		
9,496,355 73	Current liabilities—Page 23			6,023,799 57		\$ 3,467,556 16
200,000 00	Accrued interest on funded debt not yet payable			200,000 00		
402,146 67	Rental not due			402,776 67	630 00	
73,232 16	Taxes not due			98,473 68	25,241 52	
286,516 52	Proceeds from property sold			285,306 57	8,490 05	
3,690,005 00	Proceeds from securities sold			3,690,005 00		
918,182 29	Fund for permanent improvement and renewals			923,622 98	8,440 69	
3,527,956 82	Profit and loss—Page 31 (or 33)			3,423,803 14		104,153 68
\$ 53,594,095 19	Grand total			\$ 55,065,787 61	\$ 1,471,692 42	

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IMPORTANT CHANGES DURING THE YEAR.**STATE OF NORTH DAKOTA.**

1. All extension of road put in operation: The following extension of the St. Paul, Minneapolis & Manitoba railway has been put in operation during the year. Addison branch 11.78 miles.
6. All new stocks issued. Stock amounting to \$5,000,000 issued during the year for cash.

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CONTRACTS, AGREEMENTS, ETC.,**AFFECTING BUSINESS WITHIN THE STATE OF NORTH DAKOTA.**

1. Express Companies: Contract with the Great Northern Express company whereby they do all express business on lines operated by this company. The railway company receiving percentage of earnings.

Mails: Mail routes established by the United States government as provided by law.

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SECURITY FOR FUNDED DEBT.

Class of bond or obligation: Collateral trust bonds. These bonds accrued by pledge of £3,000,000 St. Paul, Minneapolis and Manitoba railway Pacific extension bonds shown on page 39. See note.

NOTE—The Collateral Trust Bonds reported on Page 57 and also on Page 19 are secured by the mortgage and pledge of the St. Paul, Minneapolis & Manitoba railway company's Pacific Extension Bonds to the amount of £3,000,000 principal. See also page 39.

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EMPLOYES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....				
Other officers.....	1	365	\$ 2,354 12	\$ 6 45
General office clerks.....				
Other employes.....				
Station agents.....	83	30,936	52,379 20	1 69
Other Station men.....	32	11,772	14,980 77	1 27
Enginemen.....	31	11,556	43,016 22	3 72
Firemen.....	32	11,832	26,911 88	2 27
Conductors.....	20	7,224	25,841 83	3 58
Other trainmen.....	43	15,060	30,496 57	2 03
Machinists.....	6	2,064	6,259 82	3 03
Carpenters.....	26	8,868	20,705 57	2 33
Other shopmen.....	92	30,420	53,235 24	1 75
Section foremen.....	134	49,548	68,590 53	1 38
Other trackmen.....	320	109,164	147,507 10	1 35
Switchmen, flagmen and watchmen.....	7	2,592	6,313 33	2 44
Telegraph operators and dispatchers.....	24	8,940	17,334 89	1 94
Employees—account floating equipment.....				
All other employees and laborers.....	34	12,060	19,100 49	1 58
Total (including "General Officers").....	887	\$ 312,401	\$ 535,027 56	\$ 1 71
Total (excluding "General officers").....	887	\$ 312,401	\$ 535,027 56	\$ 1 71
Distribution of above—				
General administration.....	1	365	2,354 12	6 45
Maintenance of way and structures.....	480	167,580	236,803 20	1 41
Maintenance of equipment.....	98	32,484	59,495 06	1 83
Conducting transportation.....	308	111,972	236,375 18	2 11
Total (including "General Officers").....	887	\$ 212,401	\$ 535,027 56	1 71
Total (excluding "General Officers").....	887	\$ 312,401	\$ 535,027 56	1 71

PASSENGER, FREIGHT AND TRAIN MILEAGE.

STATE OF NORTH DAKOTA.

Item,	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Passenger Traffic—		
Number of passengers carried earning revenue.....	304,218	
Number of passengers carried one mile.....	17,411,187	
Average distance carried.....	57.23	
Total passenger revenue—Page 35.....		\$ 445,769 87
Average amount received from each passenger.....		1 46.530
Average receipts per passenger per mile.....		02.560
Estimated cost of carrying each passenger one mile.....		
Total passenger earnings—Page 35.....		604,450 56
Passenger earning per mile of road.....		578 06
Passenger earnings per train-mile.....		1 16.548
Freight traffic—		
Number of tons carried of freight earning revenue.....	1,283,822	
Number of tons carried one mile.....	200,965,725	
Average distance haul of one ton.....	156.53	
Total freight revenue—Page 35.....		2,124,305 31
Average amount received for each ton of freight.....		1 65.467
Average receipts per ton per mile.....		01.057
Estimated cost of carrying one ton one mile.....		
Total freight earnings—Page 35.....		2,124,747 23
Freight earnings per mile of road.....		2,024 96
Freight earnings per train-mile.....		2 33.444
Passenger and Freight—		
Passenger and freight revenue—Page 35.....		2,570,075 18
Passenger and freight revenue per mile of road.....		2,449 37
Passenger and freight earnings—Page 35.....		2,729,197 79
Passenger and freight earnings per mile of road.....		2,601 02
Gross earnings from operation—Page 35.....		2,730,911 79
Gross earnings from operation per mile of road.....		2,602 65
Expenses—Page 45.....		1,548,388 75
Expenses per mile of road.....		1,475 67

PASSENGER, FREIGHT AND TRAIN MILEAGE

—Continued.

• STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	478,937	
Miles run by freight trains.....	776,106	
Miles run by mixed trains.....	178,755	
Total mileage trains earning revenue.....	1,428,798	
Miles run by switching trains.....		
Miles run by construction and other trains.....	74,987	
Mileage of loaded freight cars—east.....	9,941,961	
Mileage of loaded freight cars—west.....	6,682,454	
Mileage of empty freight cars—east.....	839,954	
Mileage of empty freight cars—west.....	5,129,969	
Average number of freight cars in train.....	23.66	
Average number of loaded cars in train.....	17.41	
Average number of empty cars in train.....	6.25	
Average number of tons of freight in train.....	210.46	
Average number of tons of freight in each loaded car.....	12.09	

EXPLANATORY REMARKS.

Mileage operated entire year.....1,039.46 miles
 Addison branch, 11.78 miles; operated 10 months..... 9.82 miles
 Average mileage operated.....1,049.28 miles

NOTE—In computing earnings within the state of North Dakota as shown on opposite page the revenues from interstate traffic have been divided upon the basis of miles hauled; the company does not admit the correctness of the present mode of division, but temporarily uses it for the purpose of making up its report to the railway commission of said state in compliance with the wishes of said commission.

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ENTIRE LINE.

Item.	Column for Tonnage, Number Pass- engers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue	1,020,976	.....
Number of passengers carried one mile	76,063,741	.....
Number of passengers carried one mile per mile of road, See note 1, Page 60.	30.361	.....
Average distance carried	75.09	.....
Total passenger revenue—page 35		\$ 1,810,329 83
Average amount received from each passenger		1 51.384
Average receipts per passenger per mile		62.361
Total passenger earnings—page 35		1,300,283 00
Passenger earnings per mile of road		634 82
Passenger earnings per train mile		1 07.891
Freight traffic—		
Number of tons carried of freight earning revenue— Page 63	2,506,740	.....
Number of tons carried one mile	799,306,864	.....
Number of tons carried one mile per mile of road	212.283	.....
Average distance haul of one ton	308.17	.....
Total freight revenue—Page 35		8,762,984 03
Average amount received for each ton of freight		3 37.896
Average receipts per ton per mile		61.006
Total freight earnings—Page 35		8,766,761 13
Freight earnings per mile of road		2,328 31
Freight earnings per train mile		2 59.805
Passenger and freight—		
Passenger and freight revenue—Page 35		10,573,313 83
Passenger and freight revenue per mile of road		2 808 40
Passenger and freight earnings—Page 35		11,157,046 75
Passenger and freight earnings per mile of road		2,963 13
Gross earnings from operation—Page 35		11,385,770 96
Gross earnings from operation per mile of road		3,023 87 6
Gross earnings from operation per train mile		2 09.687

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—*Continued.*

ENTIRE LINE.

Item.	Column for Tonnage, Number Passen- gers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Passenger and freight—Continued—		
Operating expenses—Page 45.....		\$ 6,488,779 21
Operating expenses per mile of road.....		1,723 31.4
Operating expenses per train mile.....		1 16.082
Income from operation—Page 31.....		4,896,991 75
Income from operation per mile of road.....		1,300 56.2
Train mileage—		
Miles run by passenger trains.....	2,069,242	
Miles run by freight trains.....	2,935,721	
Miles run by mixed trains.....	584,861	
Total mileage trains earning revenue.....	5,589,824	
Miles run by switching trains—see note, page 60.....	894,865	
Miles run by construction and other trains.....	343,337	
Grand total mileage.....	6,828,026	
Mileage of loaded freight cars—east.....	11,553,947	
Mileage of loaded freight cars—west.....	26,508,726	
Mileage of empty freight cars—east.....	3,069,101	
Mileage of empty freight cars—west.....	19,258,424	
Average number of freight cars in train.....	25.60	
Average number of loaded cars in train.....	19.35	
Average number of empty cars in train.....	6.34	
Average number of tons of freight in train.....	227.04	
Average number of tons of freight in each loaded car.....	11.73	

Mileage operated for entire year.....	3,755.47
Addison branch, 11.78 miles, operated ten months.....	9.82
Total.....	3,765.29

2. An allowance of 75 miles per day of 12 hours is made for switch trains. The mileage shown for switch trains includes that upon the W. & S. F. Ry. and D. W. & P. Ry.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT.

ENTIRE LINE.

(Company's Material Excluded.)

Commodity.	Total Freight Tonnage.	
	Whole T'ns	Per Cent.
Products of Agriculture—		
Grain.....	\$1 405,447	34.00
Flour.....	55,534	2.14
Other mill products.....	26,540	1.02
Hay.....	29,551	1.14
Fruit and vegetables.....	22,896	.88
Other farm products.....	18,863	.73
Products of animals—		
Live stock.....	68,653	2.64
Dressed meats.....	949	.04
Other packing house products.....	6,718	.26
Poultry, game and fish.....	367	.01
Wool.....	3,418	.13
Hides and leather.....	2,701	.10
Products of mines—		
Anthracite coal.....	64,115	2.47
Bituminous coal.....	81,623	3.14
Coke.....	18,802	.73
Ores.....	4,439	.17
Stone, sand and other like article.....	13,641	.52
Products of forest—		
Lumber, lath and shingles.....	192,078	7.38
Other forest products.....	243,682	9.37
Manufactures—		
Petroleum and other oils.....	16,280	.63
Iron, pig and bloom.....	2,822	.11
Iron and steel rails.....	10,306	.40
Other castings and machinery.....	13,802	.54
Bar and sheet metal.....	75,259	2.99
Cement, brick and lime.....	30,544	1.17
Agricultural implements.....	18,030	.70

FREIGHT TRAFFIC MOVEMENT.—*Continued.*

ENTIRE LINE.

(Company's Material Excluded.)

Commodity.	Total Freight Tonnage.	
	Whole T'ns	Per Cent.
Manufactures—Continued—		
Vagons, carriages, tools, etc.....	1,935	.07
Wines, liquors and beers	14,892	.57
Household goods and furniture.....	1,963	.08
Other manufactures	7,427	.29
Merchandise	83,397	3.21
Miscellaneous—other commodities not mentioned above.....	64,000	2.46
Total tonnage.....	2,000,862	100.00

EXPLANATORY REMARKS.

1. Cannot give the freight traffic movements for North Dakota, therefore report for entire line is given. The report includes the traffic movements of the Willmar and Sioux Falls Railway and Duluth, Watertown and Pacific Railway.
2. Cannot give the freight originating upon this road and that received from other carriers.

DESCRIPTION OF EQUIPMENT.

(Page 66.)

(See Explanatory Remarks.)

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger.		82	34 22	West'house a. b. New York a. b.		
Freight.		247	41 128	West'house a. b. New York a. b.		
Switching.		41	1 9 3 4	West'house a. b. Steam brake Vacuum a. b. New York a. b.		
Total locomotives in service.	9	370	362			
Cars—owned and leased—						
In passenger service—						
First-class cars.	8	125	18 103	New York a. b. Westinghouse	121	Standard
Combination cars.		24	23	Westinghouse	23	Standard
Dining cars.	2	12	8 6	New York a. b. West'house a. b.	12	Standard
Sleeping and tourist cars.	7	46	8 40	New York a. b. West'house a. b.	46	Standard

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Baggage, express and postal cars.....	13	75	20 55	New York a. b. West house a. b.	75	Standard
Other cars in passenger service.....	3	8	8	New York a. b.	8	Standard
Total.....	27	290	285		285	
In freight service—						
Box cars.....	1	7,637	1,148		335	Standard
Flat cars and coal cars.....	77	1,373	496		100	Standard
Stock cars.....		478			11	Standard
Refrigerator cars.....		103	2		4	Standard
Other cars in freight service (furniture and hay)	473	1,158	457		752	Standard
Total.....	395	10,949	2,103		1,292	
In company's service—						
Officer's and pay cars.....	5	5	5	Westinghouse	5	Standard
Gravel cars.....		364	350	Standard	156	Standard
Derrick cars.....		38				

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Caboose cars.		192				
Other road cars.	-4	92			1	Standard
	-4	44				
Total cars in service.	-3	735	355		162	
Total cars owned and leased.	419	11,974	2,743		1,649	

EXPLANATORY REMARKS.

NOTE—The equipment listed on page 65 is leased from the St. Paul, Minneapolis and Manitoba Railway company with the exception of the following, which are owned by this company.

Equipment.	Cars
Locomotives—	
Passenger.....	22
Freight.....	48
Switching	1
Total.....	71
Cars in passenger service—	
Sleeping cars.....	10
Dining cars.....	6
Baggage, mail and express	8
Other cars in passenger service.....	8
Total.....	32
Cars in freight service—	
Box cars.....	815
Furniture cars.....	762
Flat cars.....	5
Refrigerator cars	46
Total.....	1,628
Cars in company's service—	
Official car.....	1
Gravel cars.....	360
Derrick cars.....	3
Caboose cars.....	44
Boarding cars.....	17
Other cars.....	12
Total.....	437

MILEAGE.

[Page 67.]

A. MILEAGE OF ROAD OPERATED—(ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietar Companies.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Construct'd During Year.	Rails.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track.....				3,721.29	46.05	3,767.25	319.64		
Miles of second track.....				27.83		27.83	.63		
Miles of third track.....				9.28		9.28			
Miles of fourth track.....				9.29		9.29			
Miles of yard track and sidings.....				470.04		470.04	37.37		
Miles of fifth track.....				2.32		2.32			
Miles of sixth track.....				1.44		1.44			
Total mileage operated (all tracks).....				4,241.40	46.05	4,287.45	357.64		

MILEAGE.—Continued.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES — (SINGLE TRACK.)

State of Territory.	Line Represented by Capital stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Minnesota.....				1,332.05	.....	1,332.05	.33	.....	.....
North Dakota.....				1,051.24	.....	1,051.24	11.78	.....	.....
South Dakota.....				99.25	.....	99.25	.....	.....	.....
Montana.....				803.23	.....	803.23	.....	.....	.....
Idaho.....				82.70	.....	82.70	.....	.....	.....
Washington.....				352.73	46.05	388.78	307.53	.....	.....
Total mileage operated (single track)				3,721.20	46.05	3,767.25	319.64	.....	.....

(Page 89.) RENEWALS OF RAILS AND TIES.

STATE OF NORTH DAKOTA.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.	Kind.	Number.	Average Price at Distribut'g Point.
Iron	None	None	None	Hard	66,457	37.8
				Pine, Tamarac and Cedar ..	331,622	30.1
				Other	10,145	55.5
Total iron...						
Steel	9,533.1906	75 lbs.	32.08			
	1,966.268	68 lbs.				
	9,840	60 lbs.				
	.1120	56 lbs.				
Total steel...	11,529.1954		32.08	Total	308,224	32.6

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CONSUMPTION OF FUEL BY LOCOMOTIVES.

† STATE OF NORTH DAKOTA—ENTIRE LINE.

Locomotives.	Coal, Tons—Bituminous.	Wood—Cords.		Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed Per Mile.
		Hard.	Soft.			
Passenger.....	74,140	2,561		75,847.33	1,993,684	76.08
Freight.....	275,619	7,935		283,909.00	5,081,611	110.55
Switching.....	25,395	1,247		26,226.33	894,865	58.62
Construction, included in freight *						
Total.....	375,154	11,743		382,982.66	7,970,160	96.10
Average cost at distributing point.....	3.16	1.80				

* Cannot give the consumption of fuel by locomotives for North Dakota, therefore report for entire line is given which includes the Willmar and Sioux Falls Railway and Duluth, Watertown and Pacific Railway.

‡ Fuel consumed by locomotives in construction service is included with that of freight, as engines of that class were diverted temporarily to construction service, but no record of fuel consumed while so diverted has been kept.

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ACCIDENTS TO PERSONS.

STATE OF NORTH DAKOTA.

Kind of Accident.	Trainmen.		Employees.					
			Switchmen, Flagmen, and Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....	1	2					1	2
Falling off trains and engines..	1	2					1	2
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....		2			4	5	4	7
Total.....	2	6			4	5	6	11

Kind of Accident.	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions.....								
Derailments.....								
Other train accidents.....		2						
At highway crossings.....								
At Stations.....								
Other causes.....		2	1	2		1	1	3
Total.....		4	1	2		1	1	3

EXPLANATORY REMARKS.

OTHER CAUSES.

Trainmen Injured—

December 6, R. Reynolds, conductor, Emerado; slipped between cars and was run over, losing part of right foot.

February 5, Jas. Ritchie, engineer, Wallace; water glass burst and his eye was cut by piece of glass.

Other Employes Killed—

October 27, Jno. Jendro and Chris. Bogard, Conway; laborers pushing hand car in the dark, were run over by engine and caboose.

October 16, Jos. Hanley, laborer, White Earth; loading ties, struck by one in bowels.

January 14, Dan Freeman, pumper, Williston; badly scalded by escaping steam.

Other Employes Injured—

October 1, E. Brua, section hand, Grandin; fell while trying to pass between cars, left leg run over.

November 15, H. Pratorins, coal heaver, Everest; fell with a lump of coal and broke his arm.

January 26, Jas. Shea, section foreman, Brookland; running hand car with a nail; car tipped over and in jumping he dislocated his wrist.

October 10, Wm. Allen, laborer, Minot; thrown off flat car by sudden application of air brake; leg run over and broken.

October 10, Samuel Tracy, laborer, Minot; same as above; both legs broken.

Passengers Injured—(Other Train Accidents)—

September 28, F. E. Lowe, Emerado; collision between two sections of train; thrown down, shoulder injured.

May 28, Mrs. R. J. Creswell, Inkster; some cars struck the one she was in, throwing her against seat, spraining her shoulder and both wrists.

Passengers Injured—

November 6, J. H. Hart, Mapes; sudden starting of train threw him against wood box, fracturing one rib.

January 11, J. H. Keeley, Churches Ferry; fell off coach platform onto rails, fracturing one rib.

Trespassers Killed—

December 23, H. B. Graham, Wahpeton; while intoxicated was walking on bridge; while trying to avoid train, fell and broke his neck.

Trespassers Injured—

Thomas Murray, Crary; stealing ride; getting off before train stopped, had his foot run over.

October 4, unknown man, Devils Lake; tramp trying to get into car, had his foot mashed.

Not Trespassers Injured—

March 3, Ben Reynolds, Fargo; tried to drive in front of an approaching train and was thrown from the wagon; arm broken and head cut.

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CHARACTERISTICS OF ROAD—STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone.....							
Iron.....							
Wooden.....	37	4,466		44		1,500	
Combination.....							
Total.....	37	4,466					
Trestles.....	1,317	74,362		8		612	
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 1,051.24 Miles. Line leased.

CAR MILEAGE.

Individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars:

Armour Refrigerator Line.	Kansas City Dressed Beef Line.
American Tank Line.	Keystone Palace Horse Car Company.
Ames Palace Horse Car Company.	Libby, McMill & Libby Refrigerator Line.
American Refrigerator Transfer Company.	Lipton Refrigerator Line.
American Brewing Company Refrigerator Line.	Merchants' Dispatch Transportation Company.
Blue Line Transit Company.	Muir Tank Line.
Burton Stock Car Company.	National Dispatch Line.
Barrett & Barrett Refrigerator Line.	New York Dispatch Refrigerator Line.
Canadian Pacific Dispatch.	Rock Falls Manufacturing Company.
Cudahy Refrigerator Company.	Red Line Transit Company.
Candia Cattle Car Company.	St. Louis Refrigerator Car Company.
California Fruit Transportation Company.	Swift Refrigerator Line.
Chicago Refrigerator Car Line.	Southern Dispatch Lumber Line.
Cedar Rapids Refrigerator Express.	Samuel Cupple's Wooden Ware Company.
Canada Southern Line.	Street's Stable Car Company.
Cold Blast Transportation Company.	St. Charles Car Company.
Empire Line.	Southern Dispatch Line.
Hammond Refrigerator Line.	Union Refrigerator Transit Company.
Interstate Transfer Company.	Union Tank Line.
Jacob Dold Packing Company.	White Star Transportation Company.

OATH.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

We, the undersigned, W. P. Clough, vice-president, and Robert I. Farrington, comptroller of the Great Northern Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. P. CLOUGH,

Vice-President,

ROBT. I. FARRINGTON,

Comptroller.

Subscribed and sworn to before me this 12th day of December, 1894.

C. C. McH. WEE,

Notary Public, Ramsey County, Minnesota.

ANNUAL REPORT
OF THE
ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY
COMPANY,
FOR THE YEAR ENDING JUNE 30, 1894.

HISTORY.

Name of common carrier, St. Paul, Minneapolis & Manitoba Railway Company.

Date of organization, May 23, 1879.

Organized under the laws of the State of Minnesota.

Operated by the Great Northern Railway Company.

The St. Paul, Minneapolis & Manitoba Railway Company was organized on May 23, 1879, under the laws of the State of Minnesota, by the purchasers at a foreclosure sale of the line of railways theretofore owned by the first division of the St. Paul & Pacific Railroad Company, extending from St. Paul, via St. Anthony (now Minneapolis East), to Sauk Rapids, Minnesota.

Within a few days afterwards, the St. Paul, Minneapolis & Manitoba Railway Company purchased at other foreclosure sales the other line theretofore owned by the first division company extending from St. Anthony, westward, to Breckenridge in the same state; and the line theretofore owned by the St. Paul & Pacific Railroad Company, extending from East St. Cloud to St. Vincent, in the same state, then only partially completed.

By these purchases the St. Paul, Minneapolis & Manitoba Railway Company succeeded to all the railroads, and other property, and to all the franchises of the other two companies mentioned.

At the date of the foreclosure sales, mortgage bonds previously issued by these companies, to raise money for construction purposes, were outstanding to the amount, with accrued interest, of nearly \$33,000,000. Stock of the companies was also outstanding to the further amount of \$6,500,000.

From the proceeds of the bonds and stocks mentioned there has been completed 401 miles of railroad.

On October 6, 1879, the 401 miles mentioned, together with 255 additional miles, part of which had been completed with funds advanced by the syndicate purchasing at the foreclosure sale, and

the residue acquired from other companies, making a total of 656 miles, were recapitalized at \$31,000,000, represented as follows:

St. Paul & Pacific Railway, first Mortgage bonds	\$ 486,000
First mortgage bonds	8,000,000
Second mortgage bonds	8,000,000
Stock issued as fully paid	15,000,000
Total	\$ 31,486,000

This recapitalization also covered large expenditures made by the purchasing syndicate for terminals, renewals, betterments and equipment. The mileage subsequently added has, in part, been constructed by the St. Paul, Minneapolis & Manitoba Railway Company, directly, and in part been purchased from other companies, such purchases having, with immaterial exceptions, been made before the acquired mileage had been put into operation, and in each instance free from outstanding stocks or bonds.

Carried operating the road of this company, Great Northern Railway Company,

Page 5.)

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
James J. Hill	St. Paul, Minn.	Oct. 12, 1894
George Bliss	New York, N. Y.	Oct. 12, 1894
Sir Donald A. Smith	Montreal, Canada	Oct. 12, 1894
W. P. Clough	St. Paul, Minn.	Oct. 12, 1894
Samuel Hill	St. Paul, Minn.	Oct. 12, 1894
M. D. Grover	St. Paul, Minn.	Oct. 12, 1894
Edward Sawyer	St. Paul, Minn.	Oct. 12, 1894

Total number of stockholders at date of last election, 985.

Date of last meeting of stockholders for election of directors, October, 12, 1893.

Postoffice address of general office, St. Paul, Minn.

Name and address of officer to whom correspondence regarding this report should be addressed, R. I. Farrington, comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS

Title.	Name.	Location of Office.
President	Samuel Hill	St. Paul, Minn.
First Vice President	Sir Donald A. Smith	Montreal, Canada
Secretary and Assistant Treasurer	E. Sawyer	St. Paul, Minn.
Treasurer and Assistant Secretary	E. T. Nichols	New York, N. Y.
General Solicitor	M. D. Grover	St. Paul, Minn.
Comptroller	R. I. Farrington	St. Paul, Minn.
Chief Engineer, ...	N. D. Miller	St. Paul, Minn.
Assistant Land Commissioner	C. H. Babcock	St. Paul, Minn.

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PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[For roads not making operating reports.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account. . . .

Name.	Terminals.		By What Company Operated	Under What Kind of Contract Operated.	Miles of Line.
	From—	To—			
† St. Paul, Minneapolis & Manitoba Railroad	St. Paul and Minneapolis.	St. Vincent, Neche, Great Falls and branch lines in Minnesota and North and South Dakota.	Great Northern Railway. . . .	Lease	2,872.54
					2,872.54

The lines of this company were leased to the Great Northern Railway company on February 1, 1890, for a period of 999 years.

The Great Northern railway pays, as rental, the interest on this company's bonds; 6 per cent. dividends on capital stock; also the expense of maintaining this company's organization.

† See report by Great Northern railway.

(Page 17.)

CAPITAL STOCK.

Description.	Number of shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends declar'd During Year.	
					Rate.	Amount.
Capital stock..	200,000	\$ 100	\$ 20,000,000	\$ 20,000,000	.06	\$ 1,200,000
Total	200,000	.....	\$ 20,000,000	\$ 20,000,000	.....	\$ 1,200,000

Manner of Payment for Capital Stock.	Total Number of Shares Issued.	Total Cash. Realized.
Issued for cash.....	50,000	\$ 5,000,000
Issued for reorganization.....	150,000	15,000,000
Total.....	200,000	\$ 20,000,000

EXPLANATORY REMARKS.

NOTE.—Under terms of contract with the Great Northern railway a dividend of 6 per cent. has been paid by that company during the year.

FUNDED DEBT.

(Page 19.)

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate Per Cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
1st mortgage bonds,...	1879	1909	\$ 8,000,000 00	\$ 8,000,000 00	\$ 2,722,000 00	.....	7	Jan. 1 & July 1.	\$ 162,473 28	
2nd mortgage bonds,...	1879	1909	8,000 000 00	8,000,000 00	8,000,000 00	.....	6	April 1 & Oct. 1	480,000 00	
Dakota extension bonds	1880	1910	6,000,000 00	5,676,000 00	5,676,000 00	\$ 5,683,612 65	6	May 1 & Nov 1	340,560 00	
Consolidated mortgage	1883	1923	50,000,000 00	13,344,000 00	* 13,344,000 00	13,344,000 00	6	Jan. 1 & July 1.	800,640 00	
				18,636,000 00	18,653,000 00	16,698,714 13	4½	Jan. 1 & July 1.	831,412 50	
Montana extension,...	1887	1937	\$25,000,000 00	19,307,000 00	See answer "7", page 53.	.....		.....	.....	
Less bonds in hands of trustees Pac. extension mtg., in accordance with terms of Pacific extension mortgage,...	.....	.....	.....	11,502,000 00	7,805,000 00	6,295,877 50	4	Jan. 1 & Dec. 1.	300,050 00	
	.....	.....	.....	7,805,000 00	7,805,000 00	.....		.....	.....	
Pacific extension bonds	1890	1940	\$ 6,000,000 00	\$5,950,000 00	28,848,484 85	28,848,484 85	4	Jan. 1 & July 1.	581,808 00	†
				28,848,484 85	28,848,484 85	.....		.....	.....	
Mortgage bonds,.....					\$84,558,484 85	.....			\$ 3,505,973 76	
Grand total.....					\$84,558,484 85	.....			\$ 3,505,973 76	

See note 5, Explanatory Remarks.

†

EXPLANATORY REMARKS.

* NOTE 2. Included in this amount are \$10,000,000 sold to stockholders under a resolution of the board of directors passed April 12, 1883. Ten per centum of the face was paid in cash by the stockholders, the remainder was applied as compensation to stockholder for his interest in the company's net revenues that had been diverted to the purposes of constructing and acquiring mileage instead of being distributed as dividends.

† NOTE 3. The Pacific extension bonds were issued and paid over to the Great Northern Railway as payment on account of construction of line to the Pacific coast; of the amount authorized £3,000,000 (£2,950,000 of which has been executed) are in the hands of the trustees of Great Northern Railway Collateral Trust mortgage as collateral.

‡ NOTE 4. The amount of interest on Pacific extension bonds taken into account is \$581,808, which is 4 per cent on £3,000,000@\$4.8484 exchange, the balance of the bonds are deposited with the trustees of the Great Northern Railway Company Collateral Trust mortgage.

NOTE 5. The interest on the company's is paid by the Great Northern Railway company under contract for care of the company's railway dated Feb. 1, 1890.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds—Page 19.....		\$ 84,538,484 86	\$ 3,505,973 76	See Note 5, page 18...
Miscellaneous obligations—Page 19.....				
Income bonds—Page 19.....				
Equipment trust obligations—Page 21.....				
Total.....		\$ 84,538,484 86	\$ 3,505,973 76	

CURRENT ASSETS AND LIABILITIES.

(Page 23.)

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1894.	
Cash.....	\$ 210,305 50	Receiver's certificates.....	
Bills Receivable.....		Loans and bills payable.....	
Due from agents.....		Audited vouchers and accounts.....	\$ 116,511 50
Net traffic balances due from other companies.....		Wages and salaries.....	1,872 85
Due from solvent companies and individuals.....		Net traffic balances due to other companies.....	
Other cash assets (excluding "Materials and Supplies").....	129,496 55	Dividends not called for.....	
		Matured interest coupons unpaid (including coupons due July 1).....	
		Rents due July 1.....	
		Miscellaneous.....	242,424 24
Total—Cash and current assets.....	\$ 339,802 05	‡ Total—Current liabilities.....	\$ 390,811 59
Balance—Current liabilities.....	21,009 54	Balance—Cash assets.....	
Total.....	\$ 360,811 59	Total.....	\$ 390,811 59

[See general balance sheet—page 49.

‡ Of the current liabilities, \$107,820.00 are proceeds of sales of disputed lands held by order of court pending settlement.

RECAPITULATION.

Page 25.)

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	Apportionment.		Amount Per Mile of Line.	
		To Railroads.	To Other Properties, [Page II.]	Miles.	Amount.
Capital stock—Page 17	\$ 20,000,000 00	\$ 20,000,000 00	.....	3,771.36	\$ 5,303
Bonds—Page 19 ["Grand Total"]	84,558,484 85	84,558,484 85	.....	3,771.36	22,422
Equipment trust obligations—Page 21 .....	.....	.....	.....	.....	.....
Current liabilities—Page 23	21,009 54	21,009 54		3,771.36	0
Total	\$ 104,579,494 39	\$ 104,579,494 39			\$ 27,722

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INCOME ACCOUNT.

[For Roads Not Making Operating Reports.]

Income from lease of road.....		\$ 4,712,654 91
Total income.....		\$ 4,712,654 91
Deductions from income—		
Salaries and maintenance of organization.....	\$ 6,681 15	
Interest on funded debt accrued—Page 23.....	3,505,973 76	
Total deductions from income.....		\$ 3,512,654 91
Net income.....		\$ 1,200,000 00
Dividends, 6 per cent., common stock—Page 17.....	\$ 1,200,000 00	
Total.....		\$ 1,200,000 00
Surplus on June 30, 1893, [from "General Balance sheet," 1893 report,].....		\$ 1,909,446 61
Surplus on June 30, 1894, [for entry on "general balance sheet, Page 51].....		\$ 1,909,446 61

EXPLANATORY REMARKS.

The amount shown as surplus is surplus earnings of the company invested in the property.

(Page 2b.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1903.	Total Cost to June 30, 1894.	Cost Per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—					
Right of way		\$ 20,656 88			
Other real estate		138 35			
Fences		2,998 78			
Grading and bridge and culvert masonry		55,365 30			
Bridges and trestles		70,323 71			
Rails		7,130 72			
Ties					
Other superstructure					
Buildings, furniture and fixtures		103,731 13			
Shop machinery and tools		47,041 70			
Engineering expenses					
Interest during construction					
Discount on securities sold for construction					

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS. —Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses, Charged to Construction or Equipment.			
Construction—Continued—					
Wharfing, etc.					
Sidings and yard extensions		\$ 41,091 65			
Terminal facilities and elevators					
Road built by contract					
Purchase of constructed road.		177,300 00			
Other items		22,240 24			
Total construction.		\$ 518,008 66	\$ 102,063,888 40	\$ 102,611,897 15	\$ 27,398 19
Equipment—					
Locomotives		6,584 67			
Passenger cars.		8,661 43			
Sleeping, parlor and dining cars.					
Baggage, express and postal cars					
Combination cars.					

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

—Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Equipment—Continued.					
Freight cars.....		\$ 27 75			
Other cars of all classes.....					
Floating Equipment.....					
Total equipment.....		\$ 15,276 75	\$ 9,048,181 80	\$ 9,063,458 55	\$ 2,403 24
Grand total cost construction, equipment, etc.,.....					
Grand total cost construction, equipment, etc., in North Dakota.....		\$ 563,285 41	\$ 111,112,070 20	\$ 111,675,355 70	\$ 29,611 43

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

June 30, 1896.		Liabilities.	June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 20,000,000 00		Capital stock—Page 17		\$20,000,000 00		
70,310,754 54		Funded debt—Page 23		84,538,484 85	\$ 14,247,731 21	
14,596,843 61		Current liabilities—Page 23		380,811 50		
5,342,004 04		Sinking fund first mortgage bonds		5,450,261 52	108,257 48	\$ 14,206,032 02
19,614 62		Sinking fund consolidated mortgage bonds		20,053 18	438 56	
1,009,446 61		Profit and loss—Page 31 (or 32)		1,009,446 61		
\$ 112,148,663 42		Grand total		\$112,290,057 75	\$ 150,394 33	

(Page 57.) SECURITY FOR FUNDED DEBT.

[Page 23]

Class of Security.	From.	To.	Miles.
First mortgage bonds.....	St. Paul, Minn.....	International boundary, St Vincent.....	363.016
	St. Cloud, Minn.....	Sauk Rapids, Minn.....	2.441
	Minneapolis jct., Minn.	Breckenridge, Minn....	205.390
	Crookston, Minn.....	Red River, Minn.....	23.542
Second mortgage.....	Same lines as first mortg.		624.388
Dakota extension mortgage..	Morris, Minn.....	Brown's Valley, Minn ..	46.690
	Barnesville, Minn.....	Neché, Dakota.....	182.000
	Red River.....	End of line west.....	64.589
	Breckenridge, Minn....	Portland, Dakota.....	100.441
	Ripon, Dakota.....	Hope, Dakota.....	29.610
	Everest, Dakota.....	Mayville, Dakota.....	45.520
Consolidated mortgage.....	Same lines as first mortg.		624.388
	Same lines as Dakota ex- tension mortgage.....		468.900
	St. Cloud, Minn.....	Willmar, Minn.....	55.050
	Elk River, Minn.....	Milaca, Minn.....	31.800
	Tintah, Minn.....	Evansville, Minn.....	32.031
	Minneapolis, Minn.....	St. Cloud, Minn.....	62.960
	St. Cloud, Minn.....	Hinckley, Minn.....	66.510
	Sauk Centre, Minn.....	Eagle Bend, Minn.....	36.437
	Fergus Falls, Minn....	Pelican Rapids, Minn..	21.648
	Carlisle, Minn.....	Elizabeth, Minn.....	3.520
	Lake Junction, Minn....	Spring Park, Minn.....	6.
	Shirley Minn.....	St. Hilaire, Minn.....	21.800
	Moorhead, Minn.....	Haustad, Minn.....	34.
	Hutchinson Jct., Minn.	Hutchinson, Minn.....	53.067
	Benson, Minn.....	Watertown, Dakota....	91.624
	Tintah, Minn.....	Ellendale, Dakota.....	104.321
	Rutland, Dakota.....	Aberdeen, Dakota.....	64.
	Moorhead, Minn.....	Wahpeton, Dakota.....	43.
	End of track, Dakota...	Montana Boundary.....	282.583
	Portland, Dakota.....	Langdon, Dakota.....	106.189
	Mayville, Dakota.....	Portland Jct., Dakota...	5.036

SECURITY FOR FUNDED DEBT—*Continued.*

Class of Security.	From	To.	Miles.
Consolidated mortgage-Continued.	Rugby Jet., Dakota.....	Bottineau, Dakota.....	38.659
	St. Cloud, Minn.....	End of track	2.530
	Carman, Minn.....	Fosston, Minn.....	44.690
	Church's Ferry, Dakota.	St. John, Dakota.....	55.210
	Grafton, Dakota.....	Cavalier, Dakota.....	31.710
	Eagle Bend, Minn.....	Park Rapids, Minn....	54.524
	Halstad, Minn.....	Alton, N. Dakota.....	10.381
	Sr. Hilaire, Minn.....	Thief River Falls, Minn.	7.586
	St. Hilaire, Minn.....	Red Lake Falls, Minn.,	10.132
	Addison, N. Dakota....	Rita, N. Dakota.....	11.78
Montana extension.....	Dakota Boundary.....	Great Falls, Mont.....	419.092
	Great Falls & Canada Ry. connection.....		1.238
	Pacific Junct., Mont.....	Montana - Idaho State Line.....	383.40
Pacific extension.....	Pacific Junct., Mont....	Everett, Wash., ...	818.83

NOTE 1. By the terms of the mortgage, the Dakota extension mortgage in addition to the lines above enumerated thereunder, also covers all other lines owned by this company in North and South Dakota.

NOTE 2. In addition to the above the first, second and consolidated mortgages cover :

Second track.....	30,776 miles
Third and fourth tracks.....	18,580 miles
Fifth track.....	2,318 miles
Sixth track.....	724 miles

The above tracks are located between St. Paul and Fridley and Lake Junction, Minn.

NOTE 3. Montana extension bonds were issued upon line Pacific Junction to Montana-Idaho State Line and placed in hands of trustees of Pacific extension mortgage to secure to holders of that mortgage the first lien to the above line in Montana, as the Montana extension mortgage covers all lines constructed in Montana.

DESCRIPTION OF EQUIPMENT.

Equipment leased to Great Northern Railway company.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

1. All extensions of road put in operation, Addison branch, 11.78 miles.	
2. Decrease in mileage by line abandoned or line straightened, none.	
3. All other important physical changes, none.	
4. All leases taken or surrendered, none.	
5. All consolidations or organizations effected, none.	
6. All new stocks issued, none.	
7. All new bonds issued—	
Montana extension bonds issued.....	\$198,000
Consolidated mortgage bonds, $4\frac{1}{2}$ per cent, issued on new mileage.....	178,000
Consolidated mortgage bonds, $4\frac{1}{2}$ per cent, issued in exchange for first mortgage bonds as provided by mortgage.....	60,000
Consolidated mortgage bonds redeemed.....	21,000
First mortgage bonds redeemed.....	401,300
First mortgage bonds exchanged for consols as above.....	60,000
Pacific extension bonds issued as explained in Note 122, page 18.....	\$2,950,000
8. All other important financial changes, none.	

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MILEAGE.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.—(SINGLE TRACKS.)

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota (single track)	1,332.05	—	1,332.05	.33	123.36	1,208.19
Minnesota (2, 3, 4, 4.5 and 6)	30.16	—	30.16	.63	—	30.16
North Dakota	1,051.24	—	1,051.24	11.78	89.29	961.95
South Dakota	99.25	—	99.25	—	—	99.25
Montana	893.23	—	893.23	—	—	893.23
Idaho	82.70	—	82.70	—	—	82.70
Washington	332.73	—	332.73	—	—	332.73
Total mileage owned (single track)	3,771.36	—	3,771.36	12.74	213.15	3,558.21

CHARACTERISTICS OF ROAD.

BRIDGES, TUNNELS, TRETTLES, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone.....							
Iron.....							
Wooden.....	37	4,466		44		1,500	
Combination.....							
Total.....	37	4,466					
Trestles.....	1,317	74,362		8		612	
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 1,051.24 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Name of Operating Company.
1,039.51	1,067.84	1,039.51	3,067.84	Great Northern Ry. jointly with Western Union Tel. Co.

OATH.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

We, the undersigned, Samuel Hill, president, and Robert I. Farrington, comptroller of the St. Paul, Minneapolis & Manitoba Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

SAMUEL HILL,

President.

ROBT. I. FARRINGTON,

Comptroller.

Subscribed and sworn to before me this 15th day of November, 1894.

MAGNUS SUNDBERG,

Notary Public, Ramsey County, Minnesota.

ANNUAL REPORT

OF THE

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1894.

HISTORY.

1. Name of common carrier making this report ? Minneapolis, St. Paul and Sault Ste. Marie Railway Company.
2. Date of organization ? June 11th, 1888.
3. Under laws of what government, state, or territory organized ? If more than one, name all ; give reference to each statute and all amendments thereof.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.
5. Date and authority for each consolidation ?
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized.
7. What carrier operates the road of this company ?

Answers to 3, 4, 5, 6 and 7 :—

The Menominee & Sault Ste. Marie Railway Company was organized in the year _____ under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized in the year 1883, under the general incorporation laws of Wisconsin.

Said two companies were consolidated in the year 1886 under paragraphs 3343 and 3344, pages 854 and 855 Howell's Annotated Statutes of Michigan, and Section 833, supplement to the Revised Statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized in the year 1894, and the Minneapolis and St. Croix Railway Company in the year 1885, under the general incorporation law of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized in the year 1883, under the general incorporation laws of the Territory of Dakota.

In the year 1888 the said Consolidated Company, the said Minneapolis & Pacific Railway Company, the said Aberdeen, Bismarck & Northwestern Railway Company, and the said Minneapolis & St. Croix Railway Company were consolidated, and all their rights, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, General Laws of Minnesota for the year 1878, and Chapter 94, General Laws of Minnesota for the year 1881, and Chapter 46, General Laws of the Territory of Dakota for the year 1876.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Thomas Lowry	Minneapolis	June, 1895
John Martin	Minneapolis	June, 1895
R. B. Langdon	Minneapolis	June, 1895
J. S. Pillsbury	Minneapolis	June, 1895
W. D. Washburn	Minneapolis	June, 1895
C. H. Pettit	Minneapolis	June, 1895
W. C. Van Horne	Montreal, Can.	June, 1895

Total number of stockholders at date of last election ? 74.

Date of last meeting of stockholders for election of directors ? June 5th, 1894.

Give post office address of general office ? Minneapolis, Minn.

Give post office address of operating office ? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed ?

Name, C. W. Gardner; title, auditor; address, Minneapolis

(Page 5.)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board		
President	Thomas Lowry	Minneapolis, Minn
First vice-president	John Martin	Minneapolis, Minn
Second vice-president		
Third vice-president		
Secretary	C. H. Clement	Minneapolis, Minn
Treasurer	C. H. Clement	Minneapolis, Minn
General solicitor		
Attorney, or general counsel	Alfred H. Bright	Minneapolis, Minn
Comptroller		
Assistant Comptroller		
Auditor	C. W. Gardner	Minneapolis, Minn
Assistant Auditor		
General Manager	F. D. Underwood	Minneapolis, Minn
Assistant general manager		
Chief engineer	W. W. Rich	Minneapolis, Minn
Superintendent		
Assistant general superintendent	C. Pennington	Minneapolis, Minn
Division superintendent		
Division superintendent	D. Willard	Gladstone, Mich
Division superintendent	H. C. Batchelder	Minneapolis, Minn
Superintendent of telegraph	W. H. Thomas	Minneapolis, Minn
Traffic manager	H. L. Shute	Minneapolis, Minn
Assistant traffic manager		
General freight agent	W. L. Martin	Minneapolis, Minn
Assistant general freight agent		
General passenger agent	C. B. Hibbard	Minneapolis, Minn
Assistant general passenger agent		
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Superintendent of car service	H. L. Hunter	Minneapolis, Minn
Superintendent of express		
Land commissioner		
Purchasing agent	W. T. Watkins	Minneapolis, Minn

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PROPERTY OPERATED.

[For Roads Making Operating Reports.]

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Road Named.
	From	To		
Minneapolis, St. Paul and Sault Ste. Marie Railway Main Line.....	Sault Ste. Marie, Mich.....	Portal, N. D.....	1,039.22	
Branches and Spurs.....	Northern Junction Minn.....	Camden Place, Minn.....	1.01	
	East from Gladstone, Mich.....		1.40	
	East from Gladstone, Mich.....		1.13	
	East from Masonville, Mich.....		.89	
	East from Setif, Mich.....		1.51	
	South from Cherry, Mich.....		.73	
	South from East Lake, Mich.....		.61	
	South from Marblehead.....		1.41	
	Dresser Jct., Wis.	St. Croix Falls, Wis.	4.05	
	Brantwood, Wis.	End of track, Wis.	4.57	
	North from Glen Flora.....	" " "	.40	
	North from Prentice.....	" " "	.53	
	North from Rhinelander.....	" " "	.62	
	North from Armstrong Creek.....	" " "	3.05	
	St. Paul, Minn..	Cadigan J., Minn.	5.34	
	Hankinson, N.D.	Kulm, N. D.....	104.54	1,170.21
Lines Operated Under Trackage Rights -				
Northern Pacific Railway Co....	Terminals at Minneapolis.....		3.79	
Northern Pacific Railway Co....	Terminals at Minneapolis.....		2.65	
Northern Pacific Railway Co....	Northtown Jct....	Shoreham, Minn..	.72	
Great Northern Railway Co....	Minneapolis.....	St. Paul.....	11.00	
Duluth, So. Shore & At. Ry. Co.	S. S. Marie "Y"	S. St. Marie depot	.84	18.50
Total mileage operated.....				1,188.71

(Page 17.)

CAPITAL STOCK.

Description.	Number of Shares Authorized	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends De- clared During Year.	
					Rate.	Amount.
* Capital stock—						
Common.....	140,000	\$ 100 00	\$ 14,000,000 00	\$ 14,000,000 00	.....	.....
Preferred.....	70,000	100 00	7,000,000 00	7,000,000 00	.....	.....
Total.....	210,000	.....	\$ 21,000,000 00	\$ 21,000,000 00	.....	.....

* All stock of the present company was issued in exchange for stock of the constituent companies under articles of consolidation in June, 1858.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate per cent.	When Payable.	Interest.	
	Date of Issue.	When Due.							Amount Accrued During Year.	Amount Paid During Year.
Minneapolis & Pacific Railway, 1st mortgage	1886	1938	\$ 4,290,000	\$ 4,290,000	\$ 3,216,000		3 7/4	Jan. and July.	\$ 197,000	\$ 89,305
M. G. G. M. & A. Railway, 1st mortgage	1886	1936	10,000,000	10,000,000	8,290,000	\$ 22,201,249 00	3 7/4	Jan. and July.	400,040	331,765
M., St. P. & G. G. M. Railway, 1st Mortgage and Consol.	1888	1938	28,345,000	16,840,000	16,847,000		4	Jan. and July.	561,060	743,400
M., St. P. & G. G. M. Ry.*	1890	1900	\$ 42,625,000	\$ 31,130,000	\$ 28,345,000	\$ 22,201,249 00			\$ 1,138,790	\$ 1,164,830
Total mortgage bonds.						674,625 00				
Miscellaneous obligations, income bonds.									\$ 1,138,790	\$ 1,164,830
Grand total			\$ 43,416,000	\$ 31,910,000	\$ 29,116,000	\$ 22,875,874 00			\$ 1,138,790	\$ 1,164,830

* The authorized amount of M. St. P. & S. M. Ry. Co. consolidated bonds is \$29,000,000 for 800 miles of road and \$20,000 for each additional mile, of which \$10,000,000 has been reserved to take up a like amount of M., S. M. & A. first mortgage bonds and \$4,290,000 has been reserved to take up a like amount of M. & P. first mortgage bonds.

The income certificates were issued in exchange for 13 per cent. of outstanding bonds surrendered by holders. They draw 7 per cent. interest, provided the road earns it after paying its fixed charges.

FUNDED DEBT.—Continued.

EQUIPMENT TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

Series or Other Designation.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.	Remarks.
Railroad Equipment Co.	Nov. 25, 1887	10 years	120	185 box cars.	Represented by 120 monthly notes of \$1,122.46 each, payable at Post, Martin & Co.'s office, New York; first payable Jan. 15, 1888.
Western Equipment Co.	Jan. 20, 1890	6 years	12	125 ore cars.	Represented by twelve semi-annual notes of \$8,766.67 each, including principal and accrued interest; first note payable Dec. 30, 1890.
British Wagon Co., Ltd.	Nov. 4, 1892	5 years	60	250 box cars.	Represented by sixty monthly notes of \$1,000.80 each; first note payable Dec. 1, 1892.
Bristol Wagon and Carriage Co., Ltd.	Nov. 4, 1892	5 years	60	250 box cars.	Represented by sixty monthly notes of \$1,000.80 each; first note payable Dec. 1, 1892.
Victoria Rolling Stock Co.	Sept. 27, 1893	10 years	20	1,000 box cars. 20 caboose cars. 26 locomotives	Represented by nineteen notes of \$41,816.80 and one of \$40,073.38, payable semi-annually at Dominion Bank, Toronto; first note payable June 1, 1894.

FUNDED DEBT.—Continued.

EQUIPMENT TRUST OBLIGATIONS.—B. STATEMENT OF AMOUNT.

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.		Deferred payments—Interest.				Pr. Ct.
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Am't Accrued During Year.	Amount Paid During Year.	
Railroad Equipment Co.	\$ 9,977 42	\$ 134,695 20	\$ 47,143 32					
Western Equipment Co.	11,300 00	45,200 00	15,066 66	10,253 00	1,318 36	1,450 15	1,450 15	7
British Wagon Co., Ltd.	22,200 00	114,048 00	77,932 80					
Bristol Wag. & Carriage Co., Ltd.	22,200 00	114,048 00	76 632 00					
Victoria Rolling Stock Co.	153,764 01	989,256 59	733,675 78					
Total	\$ 219,441 43	\$ 1,397,247 79	1,099,850 56	10,253 00	1,318 36	1,450 15	1,450 15	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Ac- rued During Year.	Amount Paid During Year.
Mortgage bonds—page 19.....	\$ 31,139,000 00	\$ 28,345,000 00	\$1,158,790 00	\$1,164,530 00
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....	771,000 00	771,000 00		
Equipment trust obligations—page 21.....	1,397,247 79	1,009,850 56	1,450 15	1,450 15
Total.....	\$ 33,307,247 79	\$ 30,125,850 56	\$ 1,160,240 15	\$ 1,165,980 15

NOTE.—Of the interest accrued and paid during the year, \$192,260 was charged to construction.

CURRENT ASSETS AND LIABILITIES.

(Page 23.)

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current liabilities accrued to and including June 30, 1894.	Amount.
Cash.....	\$ 12,502 80	Loans and bills payable.....	\$ 798,586 83
Bills receivable.....	4,931 14	Audited vouchers and accounts.....	332,329 93
Due from agents.....	239,778 05	Wages and salaries.....	120,357 28
Net traffic balances due from other companies.....		Net traffic balances due to other companies.....	25,352 36
Due from solvent companies and individuals.....	560,973 71	Dividends not called for.....	
Other cash assets (excluding "materials and supplies")*		Matured interest coupons unpaid (including coupons due July 1).....	650,440 00
Total—Cash and current assets.....	\$ 818,205 70	Rents due July 1.....	3,867 82
Balance—Current liabilities.....	1,153,970 86	Miscellaneous.....	41,242 34
Total.....	\$ 1,972,176 56	Total—Current liabilities.....	\$ 1,972,176 56
		Total.....	\$ 1,972,176 56

*Materials and supplies on hand, \$346,000.38.

RECAPITULATION.

A. For Mileage Owned by Road Making This Report.

Account.	Total Amount Outstanding.	Apportionment.		Amount Per Mile of Line.	
		To Railroads.	To Other Properties, [Page 11.]	Miles.	Amount.
Capital stock—Page 17.....	\$ 21,000,000 00	\$ 21,000,000 00		1,170.21	\$ 17,945 49
Bonds—Page 19 ["Grand Total"].....	29,116,000 00	29,116,000 00		1,170.21	24,881 01
Equipment trust obligations—Page 21.....	1,009,850 56	1,009,850 56		1,170.21	862 96
Current liabilities—Page 23.....	1,972,176 56	1,972,176 56		1,170.21	1,685 32
Total	\$ 53,098,027 12	\$ 53,098,027 12		1,170.21	\$ 45,374 78

B. For Mileage Operated by Road Making This Report (Trackage Rights Excluded), the Operations of Which are Included in the Income

Account—Page 31.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount Per Mile of Line.	
					Miles.	Amount.
M. St. P. & Sault Ste. Marie.....	\$ 21,000,000 00	\$ 30,125,850 56	\$ 1,972,176 56	\$ 53,098,027 12	1,170.21	\$ 45,374 78
Total carried forward	\$ 21,000,000 00	\$ 30,125,850 56	\$ 1,972,176 56	\$ 53,098,027 12	1,170.21	\$ 45,374 78

(Page 26.)
COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost Per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses, Charged to Construction or Equipment.			
Construction—					
Right of way.....		\$ 19,823 94	\$ 595,973 96	\$ 615,797 90	\$ 526 23
Other real estate.....					
Fences.....		1,687 20	136,968 99	138,656 19	118 49
Grading and bridge and culvert masonry.....		104,324 94	4,282,053 60	4,386,388 54	3,731 29
Bridges and trestles.....		9,700 20	1,250,825 45	1,260,525 65	1,084 92
Rails.....		—62,363 30	4,503,266 67	4,441,003 28	3,795 05
Ties.....		49 55	894,880 50	894,900 05	764 74
Other superstructure.....		4,506 71	1,280,935 88	1,294,442 59	1,106 16
Buildings, furniture and fixtures.....		46,396 80	1,012,575 42	1,058,974 31	904 94
Shop machinery and tools.....		1,495 69	90,125 48	91,621 17	78 29
Engineering expenses.....		—161 32	382,705 02	382,612 00	325 96
Interest during construction.....					
Discount on securities sold for construction.....					
		\$4,000 00	21,022,619 61	21,077,219 61	18,011 49

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS. —Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per mile.
	Included in Operating Ex- penses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—Continued—					
Telegraph line.....		\$ 5,728 71	\$ 142,270 67	\$ 147,999 38	\$ 126 47
Wharfing, etc.....			395,402 99	395,402 99	313 11
Sidings and yard extensions.....		102,744 15	343,147 80	445,891 95	381 04
Terminal facilities and elevators.....			374,741 62	374,741 62	320 23
Road built by contract.....					
Purchase of constructed road.....					
Other items.....		16,454 26	493,199 36	509,653 62	435 32
Total construction.....		\$ 305,197 63	\$ 37,170,693 92	\$ 37,475,891 45	\$ 32,024 83
Equipment—					
Locomotives.....		382,914 33	665,272 97	1,048,187 50	895 73
Passenger cars.....		3,487 97	293,357 32	296,845 29	176 76
Sleeping, parlor and dining cars.....		120,143 53	299,300 23	179,156 70	153 09
Baggage, express and postal cars.....		12,908 25	31,461 43	44,369 68	87 92

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

—Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Included in Operating Ex- penses,	Not Included in Operating Ex- penses, Charged to Construction of Equipment.			
Equipment—Continued.					
Combination cars		\$ 4,355 48	\$ 25,099 48	\$ 32,484 96	\$ 27 76
Freight cars		600,419 14	2,285,956 67	2,886,375 81	2,466 54
Other cars of all classes		35,141 06	96,541 28	131,682 34	112 83
Floating Equipment					
Total equipment		\$ 919,112 70	\$ 3,600,989 38	\$ 4,529,102 08	\$ 3,870 33
Grand total cost construction, equipment, etc.		\$ 1,224,310 23	\$ 40,780,683 90	\$ 42,004,993 33	\$ 35,805 36
Grand total cost construction, equipment, etc., in North Dakota		805,589 72	7,464,985 64	8,300,575 06	17,829 80

(Page 31.)

INCOME ACCOUNT.

[For Roads Making Operating Reports.]

Gross earnings from operation—Page 35.....	\$ 2,907,963 14	
Less operating expenses—Page 45.....	2,363,722 80	
Income from operation.....		\$ 644,240 34
Dividends on stock owned—Page 37.....		
Interest on bonds owned—Page 39.....		
Miscellaneous income—less expenses—Page 41.....	5,993 46	5,993 46
Total income.....		\$ 650,233 80
Deductions from income—		
Interest on funded debt accrued—Page 23.....	\$ 967,980 15	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents paid for lease of road—Page 47 (A).....		
Taxes.....	70,310 92	
Permanent improvements—Page 29.....		
Other deductions, account loss on sale of Minnesota Transfer company's stock.....	5,957 42	
Total deductions from income.....		1,044,248 49
Deficit.....		\$ 394,014 69
Dividends, per cent. common stock—Page 17.....		
Dividends, per cent. preferred stock—Page 17.....		
Other payments from net income.....		
Surplus from operations of year ending June 30, 1894.....		
Deficit from operations of year ending June 30, 1894.....	\$ 394,014 69	
Surplus on June 30, 1893, (from "General Balance Sheet," 1893 report).....		
Deficit on June 30, 1893, (from "General Balance Sheet," 1893 report).....	90,287 32	484,302 01
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1894, (for entry on "General Balance Sheet," page 51).....		
Deficit on June 30, 1894, (for entry on "General Balance Sheet," page 49).....		\$ 484,302 01

(Page 35.)

EARNINGS FROM OPERATION.

ENTIRE LINE.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue	\$ 546,622 10		
Less repayments—			
Tickets redeemed			
Excess fares refunded			
Other repayments			
Total deductions			
Total passenger revenue			\$ 546,622 10
Mail	\$ 88,646 28		
Express	12,799 01		
Extra baggage and shortage	4,946 34		
Other items	19,690 60		
			126,082 23
Total passenger earnings			\$ 672,704 33
Freight—			
Freight revenue	2,172,895 99		
Less repayments—			
Overcharge to shippers			
Other repayments			
Total deductions			
Total freight revenue			\$ 2,172,895 99
Stock yards			
Elevators			
Other items	\$ 46,087 85		
			46,087 85
Total freight earnings			\$ 2,218,983 84
Total passenger and freight earnings			\$ 2,891,688 17
Other earnings from operation—			
Telegraph	14,041 98		
Rents not otherwise provided for	2,295 90		
Other sources	-62 91		
Total other earnings			\$ 16,274 97
Total gross earnings from operation			\$ 2,907,963 14

EARNINGS FROM OPERATION.—*Continued.*

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Actual Earnings.
Passenger—		
Passenger revenue, North Dakota.....	\$ 87,348 63	
Mall.....	37,463 16	
Express.....	4,391 28	
Extra baggage and storage.....	1,703 09	
Other items.....	3,023 06	
Total passenger earnings.....		\$ 133,929 22
Freight—		
Freight revenue.....	\$ 238,873 21	
Other Items.....	476 76	
Total freight earnings.....		\$ 239,349 97
Other earnings from operation—		
Telegraph.....	\$ 3,302 17	
Rents not otherwise provided for.....	1,181 95	
Other sources.....	22 54	
Total other earnings.....		\$ 4,506 66
Total gross earnings from operation.....		\$ 377,785 85

(Page 37.)

STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Capital stock of this company.....	\$ 225,600	....	None.....	\$ 225,600
Total.....	\$ 225,600	....	None.....	\$ 225,600

B. OTHER STOCKS.

Name.	Total Par Value	Rate.	Income or Dividend Received.	Valuation.
New Jersey Bridge company.....	\$ 500	....	None.....	\$ 500 00
Total.....	\$ 500	....	.....	\$ 500 00
Grand total—A and B.....	\$ 226,100	....	.....	\$ 226,100 00

BONDS OWNED.

A. RAILWAY BONDS—NONE.

B. OTHER BONDS.

Name.	Total Par Value.	Rate per cent.	Income or Interest Received.	Valuation.
Village of Marine, Minn.....	\$ 600 00	7	\$ 56 00	\$ 600 00
Chapin Mining Co.....	40,200 00	6	.....	\$ 40,200 00
Total.....	\$ 40,800 00	....	\$ 56 00	\$ 40,800 00
Grand total—A and B.....	\$ 40,800 00	....	\$ 56 00	\$ 40,800 00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Net Miscellaneous Income.
Interest received on advances.....	\$ 5,993 46	\$ 5,993 46
Total.....	\$ 5,993 46	\$ 5,993 46

(Page 43.)

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway.....	\$ 230,610 94
Renewals of rails.....	679 44
Renewals of ties.....	89,607 81
Repairs of bridges and culverts.....	81,729 02
Repairs of fences, road-crossings, signs, and cattle-guards.....	3,001 70
Repairs of buildings.....	28,051 48
Repairs of docks and wharves.....	4,083 69
Repairs of telegraph.....	5,808 01
Total.....	\$ 453,172 09
Maintenance of equipment—	
Repairs and renewals of locomotives.....	\$ 110,958 63
Repairs and renewals of passenger cars.....	49,986 02
Repairs and renewals of freight cars.....	154,391 57
Shop machinery, tools, etc.....	9,078 94
Total.....	\$ 324,415 16
Conducting transportation—	
Wages of enginemen, firemen and roundhouse men.....	\$ 188,782 16
Fuel for locomotives.....	347,508 91
Water-supply for locomotives.....	19,505 17
All other supplies for locomotives.....	9,664 62
Wages of other trainmen.....	139,024 01
All other train supplies.....	23,097 85
Wages of switchmen, flagmen and watchmen.....	42,985 76
Expense of telegraph, including train dispatchers and operators.....	43,823 96
Wages of station agents, clerks and laborers.....	151,999 40
Station supplies.....	24,240 47
Switching charges—Balance.....	8,053 59
Car mileage—balance.....	166,664 30
Loss and damage.....	17,867 60
Injuries to persons.....	30,983 28
Other expenses, dining car.....	14,166 10
Operating docks.....	77,787 39
Total.....	\$ 1,068,725 97

OPERATING EXPENSES.—Continued.

Item.	Amount.
General expenses—	
Salaries of officers.....	\$ 38,613 55
Salaries of clerks.....	43,297 22
General office expenses and supplies.....	14,923 20
Agencies, including salaries and rent.....	41,091 36
Advertising.....	16,334 38
Commissions.....	41,977 99
Insurance.....	23,370 63
Expense of fast freight lines.....	6,516 13
Expense of traffic associations.....	2,319 44
Expense of stock yards and elevators.....	
Rents for tracks, yards and terminals—Page 47 B....	125,391 76
Rents not otherwise provided for.....	
Legal expenses.....	19,976 04
Stationery and printing.....	22,248 60
Other general expenses.....	21,349 28
Total.....	\$ 417,409 58
Recapitulation of expenses--	
Maintenance of way and structures.....	\$ 453,172 09
Maintenance of equipment.....	324,415 16
Conducting transportation.....	1,068,725 97
General expenses.....	417,409 58
Grand Total.....	\$ 2,263,722 80
Percentage of operating expenses to earnings.....	.78
Operating expenses--North Dakota.	
Maintenance of way and structures.....	\$ 42,538 05
Maintenance of equipment.....	57,116 15
Conducting transportation.....	154,341 82
General expenses.....	58,247 31
Total.....	\$ 312,243 33
Percentage of expenses to earnings--North Dakota.....	.82

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RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks—				
	Mpls. to St. Paul	Great Northern line.	\$ 10,633 33	
	Sh'm to Camden Place	Northern Pacific railway..	2,018 40	\$ 12,651 73
Terminals—				
Bridge	Sault Ste. Marie	New Jersey Bridge Co....	22,971 24	
Terminals ..	Sault Ste. Marie	D., S. S. & A. Ry.....	6,000 00	
Terminals ..	Minneapolis	N. P. & G. N. Ry.....	51,150 49	
Terminals ..	St. Paul	N. P. & G. N. Ry.....	32,563 14	
Terminals ..	Estevan, Can.....	C. P. Ry. Co.....	55 16	
				112,740 03
Total				\$ 125,391 76

NOTE—In addition to the \$967,980.15 interest on the funded debt, charged to income account, there was charged to construction, \$192,280.00.

COMPARATIVE GENERAL BALANCE SHEET.

(Page 46.)

June 30, 1893.		Assets.	June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 37,170,693 92		Cost of road—Page 29	\$ 37,475,891 45		\$ 305,197 53	
3,609,989 38		Cost of equipment—Page 29	4,329,102 08		919,112 70	
226,100 00		Stocks owned—Page 37	226,100 00			
		Bonds owned—Page 39	40,800 00		40,800 00	
		Other permanent investments				
7,039,794 49		Advances, new branches inc. A. B. and N. W. Ry.	8,583,138 26		1,523,343 77	
	\$ 48,066,577 79			\$ 50,855,031 79		
296,836 05	296,836 05	Lands owned	221,667 85	221,667 85	14,831 80	
2,345,512 96	2,345,512 96	Cash and current assets—Page 23	818,205 70	818,205 70		\$ 1,527,307 26
		Other Assets—				
		Equipment trust payments				
332,443 01		Materials and supplies	346,000 38		13,557 37	
		Sinking fund				
840,418 63		Sundries	374,137 75			466,280 88
	1,172,861 64			720,138 13		
90,287 32	90,287 32	Profit and loss—Page 31 (or 33)	484,302 01	484,302 01	394,014 69	
\$ 51,882,075 76	\$ 51,882,075 76	Grand total	\$ 53,069,345 48	\$ 53,069,345 48	\$ 1,217,280 72	

(Page 54.) COMPARATIVE GENERAL BALANCE SHEET.—Continued.

June 30, 1893.		Liabilities.	June 30, 1894.		Year Ending June 30, 1894.	
Items.	Total.		Item.	Total.	Increase.	Decrease.
Capital stock—Page 17	\$ 21,000,000 00	Capital stock—Page 17		\$ 21,000,000 00		
Funded debt—Page 23	29,133,598 44	Funded debt—Page 23		30,125,850 56	\$ 992,252 12	
Current liabilities—Page 23	1,745,708 81	Current liabilities—Page 23		1,972,176 56	226,467 75	
Accrued interest on funded debt not yet payable.	2,708 51	Accrued interest on funded debt not yet payable.		1,318 36		\$ 1,450 15
Profit and loss—Page 31 (or 33)		Profit and loss—Page 31 (or 33)				
Grand total	\$ 51,882,075 76	Grand total		\$ 53,069,345 48	\$ 1,217,269 72	

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IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

1. All extensions of road put in operation. Gathay, N. D., to Portal, N. D., and branches.
2. Decrease in mileage by line abandoned or line straightened. None.
3. All other important physical changes. None.
4. All leases taken or surrendered. None.
5. All consolidations or reorganizations effected. None.
6. All new stocks issued. None.
7. All new bonds issued. Amounting to \$284,000.00.
8. All other important financial changes. None.

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CONTRACTS, AGREEMENTS, ETC.

(Affecting business within the State of North Dakota.)

1. Express companies, American Express Company: For a tonnage equal to 2,720 lbs. carried 494 miles daily, the compensation is \$1,041.67 per month; excess to be paid for at same proportionate rate.

2. Mails, United States Post Office Department:

Minneapolis to Fairmount, North Dakota (per mile).....	\$ 103 46
Fairmount to Oakes, North Dakota, (per mile).....	82 94
Hankinson to Valley City, North Dakota, (per annum).....	1191 00
Valley City to Portal, North Dakota, (per annum).....	4485 05

3. Sleeping, Parlor or Dining Car Companies. This company owns its sleepers and diners and operates them jointly with the Canadian Pacific Railway.

Freight or transportation companies or lines. No contract.

5. Other railroad companies. No contract.

6. Steamboat or steamship companies. No contract.

7. Telegraph companies. This company owns and operates its own telegraph line.

8. Telephone companies. No contract.

9. Other contracts. No other contracts.

SECURITY FOR FUNDED DEBT

(Page 33.)

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per mile of Line.	What Equipment Mortgaged.
	From	To	Miles.		
Minneapolis & Pacific Railway Company 1st mortgage.....	Minneapolis.....	Boynton, N. D.....	287.00	\$ 11,182 20	All
Minneapolis, Sault Ste. Marie & Atlantic Railway company 1st mortgage.....	Minneapolis..... and Branches to	Sault Ste. Marie, Mich St. Paul and St. Croix Falls.....	500.73	16,535 86	All
Minneapolis, St. Paul & Sault Ste. Marie Railway company, 1st mortgage consols.....	Sault Ste. Marie and branches.....	St. Paul	1,170.21	14,398 27	All

EMPLOYEES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	5	1,560	\$ 16,130 40	\$ 10.34
Other officers.....				
General office clerks.....	41	12,792	24,815 48	1 94
Other employees--				
Station agents.....	30	9,360	16,775 40	1 79
Other station men.....	10	3,120	5,397 60	1 73
Enginemmen.....	19	5,928	19,443 84	3 28
Firemen.....	20	6,240	11,793 60	1 89
Conductors.....	12	3,744	11,943 36	3 19
Other trainmen.....	25	7,800	15,366 00	1 97
Machinists.....	14	4,368	8,299 20	1 90
Carpenters.....	48	14,976	13,927 68	1 93
Other shopmen.....	22	6,864	11,561 12	1 83
Section foremen.....	56	4,992	7,238 40	1 45
Other trackmen.....	74	13,088	15,051 20	1 15
Switchmen, flagmen and watchmen.....				
Telegraph operators and dispatchers.....	5	1,560	2,012 40	1 29
Employees--account floating equipment.....				
All other employees and laborers.....	15	4,680	8,143 20	1 74
Total (including "General Officers").....	396	101,072	\$ 187,898 88	\$ 1 85
Less "General Officers".....	5	1,560	16,130 40	
Total (excluding "General Officers").....	391	99,512	\$ 171,768 48	1 72
Distribution of above--				
General administration.....	46	14,352	40,945 88	2 85
Maintenance of way and structures.....	145	22,760	30,432 80	1 34
Maintenance of equipment.....	84	26,208	33,788 00	1 29
Conducting transportation.....	121	37,752	82,732 20	2 19
Total (including "General Officers").....	396	101,072	\$ 187,898 88	1 85
Less "General Officers".....	5	1,560	16,130 40	
Total (excluding "General Officers").....	391	99,512	\$ 171,768 48	1 72

(Page 61a.)

PASSENGER AND FREIGHT, AND TRAIN
MILEAGE.

STATE OF NORTH DAKOTA.

Item.	Column for Ton- nage, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Columns for Revenue, and Rates.	
		Dollars and Cents.	Mills.
Passenger traffic—			
Number of passengers carried earning revenue	27,710		
Number of passengers carried one mile	4,141,301		
Average distance carried	149		
Total passenger revenue—page 35		\$ 87,348 63	
Average amount received from each passenger		3 15	224
Average receipts per passenger per mile		02	119
Estimated cost of carrying each passenger 1 mile			
Total passenger earnings—page 35		133,929 22	
Passenger earnings per mile of road		287 79	
Passenger earnings per train mile		61	245
Freight traffic—			
Number of tons carried of freight earning revenue	188,768		
Number of tons carried one mile	28,188,970		
Average distance haul of one ton	149		
Total freight revenue—page 35		238,873 21	
Average amount received for each ton of freight		1 26	543
Average receipts per ton per mile			844
Estimated cost of carrying one ton one mile			
Total freight earnings—page 35		239,349 97	
Freight earnings per mile of road		514 12	
Freight earnings per train mile		1 02	496
Passenger and freight—			
Passenger and freight revenue—page 35		326,221 84	
Passenger and freight revenue per mile of road		701 01	
Passenger and freight earnings—page 35		373,279 19	
Passenger and freight earnings per mile of road		802 13	
Gross earnings from operation—page 35		377,785 85	
Gross earnings from operation per mile of road		811 81	
Expenses—page 45		312,243 33	
Expenses per mile of road		670 97	
Train mileage			
Miles run by passenger trains	200,867		

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—*Continued.*

STATE OF NORTH DAKOTA.

Item.	Column for Ton- nage, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Columns for Revenue and Rates.	
		Dollars and Cents.	Mills.
Train mileage—Continued—			
Miles run by freight trains	180,091		
Miles run by mixed trains	71,239		
Total mileage trains earning revenue	452,197		
Miles run by switching trains			
Miles run by construction and other trains	5,931		
Grand total train mileage	458,128		
Mileage of loaded freight cars—north or east	1,049,961		
Mileage of loaded freight cars—south or west	1,472,584		
Mileage of empty freight cars—north or east	837,856		
Mileage of empty freight cars—south or west	114,088		
Average number of freight cars in train	15		
Average number of loaded cars in train	11		
Average number of empty cars in train	4		
Average number of tons of freight in train	120		
Average number tons of freight in each loaded car	11		

EXPLANATORY REMARKS.

Estimated cost of carrying passengers one mile and carrying freight one mile not required in 1894 by Interstate Commerce Commissioners and therefore not completed.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue	266,617	
Number of passengers carried one mile.....	27,250,224	
Number of passengers carried one mile per mile of road	22,924	
Average distance carried.....	102	
Total passenger revenue—Page 35.....		\$ 546,622 10
Average amount received from each passenger		2 05.021
Average receipts per passenger per mile.....		02.006
Total passenger earnings—Page 35.....		672,704 33
Passenger earnings per mile of road.....		565 91.122
Passenger earnings per train mile.....		74.575
Freight traffic—		
Number of tons carried of freight earning revenue—P.62.....	1,477,427	
Number of tons carried one mile.....	388,005,259	
Number of tons carried one mile per mile of road	326,409	
Average distance haul of one ton.....	229	
Total freight revenue—Page 35.....		2,172,895 99
Average amount received for each ton of freight.....		1 47.079
Average receipts per ton per mile.....		00.643
Total freight earnings—Page 35.....		2,218,983 84
Freight earnings per mile of road.....		1,866 71
Freight earnings per train mile.....		1 53.270
Passenger and freight—		
Passenger and freight revenue—Page 35.....		2,719,518 99
Passenger and freight revenue per mile of road		2,287 79
Passenger and freight earnings—Page 35.....		2,891,688 17
Passenger and freight earnings per mile of road		2,432 62
Gross earnings from operation—Page 35.....		2,907,963 14
Gross earnings from operation per mile of road		2,446 32
Gross earnings from operation per train mile		1 23.754
Operating expenses—Page 45.....		2,263,722 80

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger and freight—		
Operating expenses per mile of road.....		\$ 1,904 35
Operating expenses per train mile.....		96.336
Income from operation--Page 31.....		644,240 34
Income from operation per mile of road.....		541 96
Train mileage—		
Miles run by passenger trains.....	823,492	
Miles run by freight trains.....	1,212,083	
Miles run by mixed trains.....	314,231	
Total mileage trains earning revenue.....	2,349,806	
Miles run by switching trains.....		
Miles run by construction and other trains.....	115,563	
Grand total train mileage.....	2,465,369	
Mileage of loaded freight cars—north or east.....	12,884,716	
Mileage of loaded freight cars—south or west.....	12,478,305	
Mileage of empty freight cars—north or east.....	2,739,856	
Mileage of empty freight cars—south or west.....	2,283,036	
Average number of freight cars in train.....	18	
Average number of loaded cars in train.....	15	
Average number of empty cars in train.....	3	
Average number of tons of freight in train.....	233	
Average number of tons of freight in each loaded car....	16	

(Page 63.) FREIGHT TRAFFIC MOVEMENT.

STATE OF NORTH DAKOTA.

[Company's material excluded.]

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
		Whole Tons.		
Products of agriculture--				
Grain.....	78,683	20	78,703	41.69
Flour.....	3,675		3,675	01.95
Other mill products.....	474		474	00.25
Hay.....	594		594	00.31
Tobacco.....				
Cotton.....				
Fruit and vegetables.....	90		90	00.05
Product of animals--				
Live stock.....	2,273	10	2,283	01.21
Dressed meats.....	412		412	00.22
Other packing house products.....				
Poultry, game and fish.....		84	84	00.04
Wool.....	20		20	00.01
Hides and leather.....	30	30	60	00.03
Products of mines--				
Anthracite coal.....	6,465	308	6,773	03.59
Bituminous coal.....				
Coke.....				
Ores.....		20	20	00.01
Stone, sand, and other like articles...	1,081		1,081	00.57
Salt.....	207	149	356	00.19
Products of Forest--				
Lumber and forest production.....	57,645	4,429	62,074	32.89
Manufactures--				
Petroleum and other oils.....	1,046		1,046	00.55
Sugar.....	47	639	686	00.36
Naval stores.....				
Iron, pig and bloom.....	613		613	00.33
Iron and steel rails.....	10,553		10,553	05.59
Other castings and machinery.....	477		477	00.25

FREIGHT TRAFFIC MOVEMENT—*Continued.*

STATE OF NORTH DAKOTA.

(Company's material excluded.)

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
	Whole Tons.			
Manufactures—Continued—				
Bar and sheet metal.....				
Cement, Brick, and lime.....	613		613	00.33
Agricultural implements.....	425		425	00.22
Wagons, carriages, tools, etc.....	70		70	00.04
Wines, liquors, and beers.....	179		179	00.09
Household goods and furniture.....	261	13	274	00.15
Mfd. articles shipped from point of production.....	15		15	00.01
Merchandise.....	6,890	368	7,258	03.85
Miscellaneous: Other commodities not mentioned above.....	6,716	3,144	9,860	05.22
Total tonnage.....	179,554	9,214	188,768	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger	5	18	18	West'house a,b.		
Freight	4	78	77	West'house a,b.		
Switching	2	8				
Total locomotives in service	11	104	95			
Less locomotives leased		26	26			
Total locomotives owned	11	78	69			
Cars—owned and leased—						
In passenger service—						
First-class cars		18	18	Westinghouse	18	Janney
Second-class cars		13	13	Westinghouse	13	Janney
Combination cars		7	7	Westinghouse	7	Janney
Emigrant cars						
Dining cars		3	3	Westinghouse	3	Janney
Parlor cars						

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In passenger service—Continued—						
Sleeping cars.....	8	8	8	Westinghouse	8	Janney
Baggage, express and postal cars.....	4	15	15	Westinghouse	15	Janney
Other cars in passenger service.....						
Total.....	4	64	64		64	
In freight service—						
Box cars.....	1,283	4,769	340	Westinghouse	291	Trojan
Flat cars.....	2	718	50	Westinghouse		
Stock cars.....		103				
Coal cars.....						
Tank cars.....						
Refrigerator cars.....		14				
Other cars in freight service.....	-2	213			150	Janney
Total.....	1,283	5,817	390		441	

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars.....		4				
Gravel cars.....		52	50	Westinghouse		
Derrick cars.....		11				
Caboose cars.....	'20	74				
Other road cars.....						
Total cars in service—	20	6,022	504		505	
Less cars leased.....		2,130				
Total cars owned.....		3,892				
Cars contributed to fast freight line.....		480				

MILEAGE.

(Page 67.)

A. MILEAGE OF ROAD OPERATED—(ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track.....	1,039.22	130.99	None.....	None.....	18.50	1,188.71	182.61	.....	1,188.71
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings, on main line and branches.....	134.00	.....	.....	.....	.....	134	.....	.....	134
Total mileage operated (all tracks).....	1,173.22	130.99	.....	.....	18.50	1,322.71	182.61	.....	1,322.71

MILEAGE.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES — (SINGLE TRACK.)

State or Territory.	Line Represented by Capital stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Michigan.....	192.01	6.88	None.....	None.....	.34	199.23	None.....	.....	199.23
Wisconsin.....	292.80	13.22	None.....	None.....	None.....	276.02	None.....	.....	276.02
Minnesota.....	229.59	6.35	None.....	None.....	18.16	248.10	None.....	.....	248.10
North Dakota.....	369.82	104.54	None.....	None.....	None.....	465.36	182.61	.....	465.36
Total mileage operated (single track).....	1,033.22	130.99	.....	.....	18.50	1,188.71	182.61	.....	1,188.71

MILEAGE.
C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.—(SINGLE TRACK.)

State or Territory,	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Michigan.....	192.01	6.88	198.89	None.		198.89
Wisconsin.....	282.80	13.22	276.02	None.		276.02
Minnesota.....	223.59	6.35	229.94	None.		229.94
North Dakota.....	390.82	104.54	465.36	182.61		465.36
Total mileage owned (single track).....	1,089.22	130.99	1,170.21	182.61		1,170.21

[Page 69] RENEWALS OF RAILS AND TIES.

STATE OF NORTH DAKOTA,

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Hardwood.....	1,329	37½
Softwood.....	38,452	20
Total.....	39,781	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

STATE OF NORTH DAKOTA.

Locomotives.	Coal—Tons—Bituminous.	Wood Soft	Total Fuel Consumed, Tons.	Miles Run.	Average pounds consumed per mile.
Passenger. ...	698,023	• 10,965	703,505	273,397	5,146
Freight.....	937,335	7,360	941,015	256,792	7,368
Switching ...					
Construction...	404,430		404,430	41,975	19,270
Total.....	2,039,788	18,325	2,048,950	572,164	7,162
Average cost at distributing point....	\$ 2 85	\$ 1 60	\$ 2 85		

EXPLANATORY REMARKS.

Other employees injured on account of other causes—

Laborer, foot crushed, dropped rail on it.
Laborer, foot crushed, dropped rail on it.
Carpenter, back bruised, fell with ladder.
Laborer, finger hurt, crow bar slipped.
Roadmaster, foot bruised, unloading dray.
Carpenter, leg broken, scaffolding broke.
Carpenter, leg injured, scaffolding broke.
Coal heaver, arm and back strained, fell off barrel.
Lineman, something in his eye, fell off barrel.
Section laborer, killed, struck by train.
Section man, foot bruised, between bumper and end of car.
Laborer, leg bruised, sitting in boarding car, feet hanging out, struck a mail stand.

Trespassers injured account of other causes—

Trespasser, face cut and tooth out, struck by boarding car.
Trespasser, skull fractured, threw herself in front of train.
Trespasser, squeezed between end of box car and timbers, was stealing a ride.
Trespasser, scalp wound, fell off bridge.

Switchmen, flagmen and watchmen killed or injured by other causes—

Engine watchman, leg crushed, boarding car tipped over.
Night watchman, head cut, boarding car tipped over.

Trainmen injured account of other causes—

Engineer, arm scalded, blowing off steam.
Fireman, toe crushed, was taking coal.
Engineer, back strained, slipped while bailing up water.
Conductor, thumb dislocated, putting tramps off train.
Engineer, arm and side scalded, blowing off steam.
Brakeman, struck by gooseneck.
Conductor, foot bruised, loading pipe.
Conductor, back bruised, fell against stove.
Brakeman, face cut, struck by cable.
Fireman, leg hurt, struck by snow plow.

ACCIDENTS TO PERSONS.

Kind of Accident.	Trainmen.		Employees.					
			Switchmen, Flagmen, and Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....		4						4
Falling off trains and engines.....		3						3
Derailements.....				1				1
Other train accidents.....								
At stations.....								
Other causes.....		10		2	1	11	1	21
Total.....		17		3	1	11	1	21

Kind of Accident.	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions.....								
Derailements.....								
Other train accidents.....								
At highway crossings.....								
At Stations.....								
Other causes.....				4				4
Total.....				4				4

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile.						
From—	To—	Miles.	Number of curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Number.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Number.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Minneapolis	Sault Ste. Marie	490.94	448	89.83	401.11	123.20	1,079	4,877.0	179.84	1,087	502.0	182.90
Cardigan Junction	St. Paul	5.34	13	2.41	2.93	1.32	5	3.0	1.31	13	11.1	2.71
Dresser Junction	St. Croix Falls	4.05	8	1.43	2.62	.51	14	9.0	1.29	9	125.0	2.25
Minneapolis	Merricourt	236.24	168	26.75	209.49	90.76	866	3,082.6	120.10	684	224.5	85.47
Shoreham	Camden Place	1.01	3	.44	.57	.62				2	8.5	.39
Hankinson	Valley City	81.50	29	7.65	73.85	19.69	47	606.6	40.40	31	449.2	21.41
Valley City	Cathay	80.17	43	10.58	69.59	23.22	61	541.0	37.00	44	295.0	19.95
Merricourt	Kulm	12.22	9	1.81	10.41	1.24	7	342.4	8.67	6	49.7	2.31
Cathay	Boundary	182.60	97	22.18	160.51	58.79	124	1,145.0	78.31	92	738.7	45.59
East of Gladstone		1.10	3	.40	.70	.52	1	4.9	.08	2	11.3	.50
East of Gladstone		1.13	2	.25	.88	.40	1	21.3	.42	2	2.0	.31
East of Masonville		.39	2	.29	.10	.10	2	1.8	.13	2	7.9	.16
East of Sett.		1.51	10	1.10	.41		6	9.3	.43	6	50.2	1.08
South of Cherry		.73	2	.34	.39	.13	1	.2	.07	2	8.6	.43

CHARACTERISTICS OF ROAD.—Continued.

Working Divisions or Branches.			Alignment.			Profile.					
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Number.	Sum of Ascents, Feet.	Aggregate Length of Ascents, Miles.	Number.	Sum of Descents, Feet.	Aggregate Length of Descents, Miles.
South of East Lake.....		.61	3	.32	.29	2	9.7	.14	3	20.5	.47
South of Marblehead.....		1.41	5	.31	1.10	3	54.0	1.29	2	6	.12
Brantwood.....	End of Track.....	4.57	5	1.45	3.12	3	45.6	1.06	5	109.1	2.50
Glen Flora.....	End of Track.....	.40	3	.26	.14	2	15.3	.18	1	17.2	.22
Prentice.....	End of Track.....	.53	3	.46	.07	1	24.0	.33	1	11.5	.20
Rhinelander.....	End of Track.....	.62	2	.24	.38	1	.7	.02	2	4.9	.30
Armstrong Ck.....	End of Track.....	3.05	7	1.41	1.64	2	42.5	1.53	3	19.3	.68
Total.....		1,170.21	865	170.10	1,000.20	2,228	10,832.4	472.51	1,960	2,692.2	370.05

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CHARACTERISTICS OF ROAD—STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone.....							
Iron.....							
Wooden	77½	13,331		30		1,455	
Combination							
Total	77½	13,331					

Gauge of track, 4 feet, 8½ inches; Miles, 220.94.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line operated by this company, 1,160.8; miles of wire, 2,937.

CAR MILEAGE.

Individuals, co-operative fast freight lines and stock companies to which the company making this report pay mileage for the use of cars.

Arms Palace Horse Car company.

Arnold Refrigerator Line.

American Refrigerator Transit company.

Armour Refrigerator Line.

Blue Line.

Canada Cattle Car company.

Cornplanter Tank Line.

Canada Southern Line.

Canadian Pacific Despatch.

Cudahy Refrigerator Line.

Cold Blast Transportation company.

Cudahy Milwaukee Refrigerator Line.

Chicago Refrigerator Car company.

Craig Oil company.

Erie Despatch.

Eureka Transportation company.

Empire Oil Works.

Empire line.

Hammond Refrigerator Line.

Hicks Stock Car company.

Interstate Transit company.

Kansas City Dressed Beef Line.

Merchants Despatch Transportation company.

Michigan Salt Line.

New York Despatch Refrigerator.

National Despatch Line.

New England Car company.

Paragon Refining company.

Peavey Grain Line company.

Red Line.

Streets Western Stable Car Line.

Sun Oil Line.

Swift Refrigerator Line.

St. Louis Refrigerator Car company.

Terre Haute Brewing company.

Union Refrigerator Transit company.

Union Tank Line.

OATH.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN. } ss.

We, the undersigned, F. D. Underwood, general manager, and C. W. Gardner, auditor, of the Minneapolis, St. Paul & Sault Ste. Marie Ry. Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. D. UNDERWOOD,
General Manager.
C. W. GARDNER,
Auditor.

Subscribed and sworn to before me }
this 8th day of Nov., 1894. }
W. L. MARTIN,
Notary Public.

ANNUAL REPORT
OF THE
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
COMPANY.

FOR THE YEAR ENDING JUNE 30, 1894.

(Page 3.)

HISTORY.

1. Name of common carrier making this report, Chicago, Milwaukee and St. Paul Railway Co.
2. Date of organization, May 5, 1863.
3. Organized under the laws of Wisconsin.
4. If a consolidated company, name the constituent companies. No consolidations.
5. Date and authority of each consolidation. No consolidations.
6. Formed on the foreclosure of a portion of the La Crosse and Milwaukee railroad. Organized under the revised statutes of Wisconsin of 1853, chapter 79, section 33.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour.....	Chicago.....	September, 1894
August Belmont.....	New York.....	September, 1894
Frank S. Bond.....	New York.....	September, 1894
Charles D. Dickey, Jr.....	New York.....	September, 1894
Peter Geddes.....	New York.....	September, 1894
Frederick Layton.....	Milwaukee.....	September, 1894
Joseph Milbank.....	New York.....	September, 1894
Roswell Miller.....	Chicago.....	September, 1894
J. M. McKinlay.....	New York.....	September, 1894
Wm. Rockefeller.....	New York.....	September, 1894
Samuel Spencer.....	New York.....	September, 1894
A. Van Santvoord.....	New York.....	September, 1894
J. Hood Wright.....	New York.....	September, 1894

Total number of stockholders at date of last election, 4,003.

Date of last meeting of stockholders for election of directors, September 20, 1893.

Postoffice address of general office, Chicago, Illinois.

Postoffice address of operating office, Chicago, Illinois.

Name and address of officer to whom correspondence regarding this report should be sent, W. N. D. Winne, General Auditor, Chicago, Ill.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Roswell Miller.....	Chicago
First vice-president.....	Frank S. Bond.....	New York
Third vice-president.....	E. P. Ripley.....	Chicago
Secretary.....	P. M. Myers.....	Milwaukee
Treasurer.....	F. G. Ranney.....	Chicago
General Counsel.....	John W. Cary.....	Chicago
Comptroller.....	E. Q. Sewall.....	Chicago
General Auditor.....	W. N. D. Winne.....	Chicago
Assistant General Auditor.....	R. S. Dousman.....	Chicago
General Manager.....	A. J. Earling.....	Chicago
Chief Engineer.....	D. J. Whittemore.....	Chicago
General Superintendent.....	W. G. Collins.....	Chicago
Assistant general superintendent.....	Two in number.....	
Division Superintendents.....	Seventeen in number.....	
Superintendent of telegraph.....	U. J. Fry.....	Chicago
Freight traffic manager.....	A. C. Bird.....	
General freight agent.....	J. H. Hiland.....	Chicago
Assistant general freight agent.....	Five in number.....	
General passenger agent.....	G. H. Heafford.....	Chicago
Assistant general passenger agt.....	Three in number.....	
General ticket agent.....	G. H. Heafford.....	Chicago
Assistant general ticket agent.....	Two in number.....	
General baggage agent.....	W. D. Carrick.....	Milwaukee
Land commissioner.....	H. G. Haugen.....	Milwaukee

PROPERTY OPERATED.

(For roads making operating reports.)

MILES OF ROAD.

(Page 8.)

Terminals.	Total.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.
Chicago to Milwaukee.....	82.98	45.06	37.92						
Rondout to Libertyville.....	3.00	3.00							
Chicago to Llewellyn Park.....	13.69	13.69							
North Chicago to Pacific Junction.....	3.39	3.39							
Pacific Junction to Savanna.....	133.18	133.18							
Galewood to Dunning.....	3.18	3.18							
Savanna to Council Bluffs.....	351.48	2.30		349.18					
Elk River Junction to Clinton.....	10.05			10.05					
Davenport to Jackson Junction.....	153.37			153.37					
Eldridge to Hurstville.....	34.61			34.61					
Paralta to Farley.....	43.63			43.63					
Marion to Ottumwa.....	97.00			97.00					
Ottumwa Junction to Coburg.....	202.54			62.27				140.25	
Racine to Kittredge.....	119.94	50.63	69.31						
Savanna to Port Byron Junction.....	47.70	47.70							
Elkhorn to Eagle.....	16.50		16.50						
Rockton to Rockford.....	14.94	14.94							
Milwaukee to Prairie du Chien.....	195.36		105.36						

PROPERTY OPERATED.—Continued.

(For roads making operating reports.)

MILES OF ROAD.

Terminals.	Total.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.
Stock Yards, Milwaukee, to Merrill Park	.80		.80						
Mazomanie to Prairie du Sac	10.37		10.37						
Lone Rock to Richland Center	16.22		16.22						
Milton to Shullsburg	76.84		76.84						
Janesville to Beloit	13.86		13.86						
Brodhead to New Glarus	22.78		22.78						
Warren to Mineral Point	32.29	1.01	31.28						
Calamine to Platteville	17.08		17.08						
South Milwaukee to La Crosse	196.37		196.37						
Watertown Junction to Madison	36.48		36.48						
Portage City to East Madison	33.01		33.01						
New Lisbon to Necedah	12.74		12.74						
Viroqua Junction to Viroqua	32.17		32.17						
North La Crosse to Onulaska	3.76		3.76						
Tonah to Minocqua	161.50		161.50						
Mather to Carriek	16.01		16.01						
Lapham Junction to Zeda	2.66		2.66						
Chestnut St., Milwaukee, to Portage City	100.27		100.27						

PROPERTY OPERATED.—Continued.

(For roads making operating reports.)

MILES OF ROAD.

Terminals.	Total.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.
Merrill Park to North Milwaukee	6.17		6.17						
Cement Line Junction to Rock	1.06		1.06						
Iron Ridge to Fond du Lac	28.52		28.52						
Horicon to Berlin.	42.30		42.30						
Brandon to Markesan.	11.49		11.49						
Ripon to Oshkosh	19.09		19.09						
Rush Lake Junction of Winneconne	14.89		14.89						
Sabula Junction to River Junction	161.11			136.18	24.93				
Bellevue to Cascade	35.77			35.77					
Turkey River Junction to West Union	58.34			58.34					
Waukon Junction to Waukon	22.95			22.95					
Reno to Preston	57.77				57.77				
North La Crosse to St. Paul	129.81		1.49		128.42				
St. Paul to Minneapolis	8.30				8.30				
St. Croix Junction to Stillwater	24.78				24.78				
Wabasha to Zumbrota	60.21				60.21				
Wabasha to Chippewa Falls	62.60		60.77		1.83				
Red Cedar Junction to Cedar Falls.	20.69		20.67						

PROPERTY OPERATED.—Continued.

(For roads making operating reports.)

MILES OF ROAD.

Terminals.	Total.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.
North McGregor to Chamberlain.....	441.25	.....	.....	291.48	.....	.....	149.77	.....	.....
Beulah to Elkader.....	19.20	.....	.....	19.20	.....	.....	.....	.....	.....
Spencer to Spirit Lake.....	20.18	.....	.....	20.18	.....	.....	.....	.....	.....
Rock Valley to Eden.....	9.38	.....	.....	8.99	.....	.....	.39	.....	.....
Marion Junction to Running Water.....	62.85	.....	.....	.....	.....	.....	62.85	.....	.....
Calmar to Minneapolis.....	172.02	.....	.....	41.38	130.64	.....	.....	.....	.....
Conover to Decorah.....	10.00	.....	.....	10.00	.....	.....	.....	.....	.....
Austin to Mason City.....	39.29	.....	.....	27.95	11.34	.....	.....	.....	.....
Mendota to St. Paul.....	5.56	.....	.....	.....	5.56	.....	.....	.....	.....
Northfield to Cannon Junction.....	31.98	.....	.....	.....	31.98	.....	.....	.....	.....
La Crescent to Woonsocket.....	383.42	.....	.....	.....	296.22	.....	97.20	.....	.....
Wells to Mankato.....	38.08	.....	.....	.....	38.08	.....	.....	.....	.....
Madison to Bristol.....	103.02	.....	.....	.....	.....	.....	103.02	.....	.....
South Minneapolis to Ortonville.....	177.27	.....	.....	.....	177.27	.....	.....	.....	.....
Glencoe to Hutchinson.....	13.45	.....	.....	.....	13.45	.....	.....	.....	.....
Hopkins to Lake Minnetonka.....	7.84	.....	.....	.....	7.84	.....	.....	.....	.....
Ortonville to Fargo.....	116.97	.....	.....	.....	46.29	69.40	1.28	.....	.....
Ortonville Junction to Aberdeen.....	108.49	.....	.....	.....	1.47	.....	107.02	.....	.....

PROPERTY OPERATED.—Continued.

(For roads making operating reports.)

MILES OF ROAD.

Terminals.	Total.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.
Hastings to Benton Junction.....	53.71	.....	.....	.....	33.71	.....	.....	.....	.....
Milbank to Sisseton.....	37.24	.....	.....	.....	.....	.....	37.24	.....	.....
Andover to Harlem.....	55.91	.....	.....	.....	.....	17.20	38.71	.....	.....
Mitchell to Aberdeen.....	128.31	.....	.....	.....	.....	.....	128.31	.....	.....
Aberdeen to Edgeley.....	64.33	.....	.....	.....	.....	31.61	32.72	.....	.....
Aberdeen to Bowdle.....	57.02	.....	.....	.....	.....	.....	57.02	.....	.....
Roscoe to Orient.....	40.99	.....	.....	.....	.....	.....	40.99	.....	.....
Roscoe to Eureka.....	26.39	.....	.....	.....	.....	.....	26.39	.....	.....
Manilla to Sioux City.....	90.17	.....	.....	90.17	.....	.....	.....	.....	.....
Sioux City to Scotland Junction.....	87.85	.....	.....	5.63	.....	.....	82.22	.....	.....
Scotland to Mitchell.....	47.67	.....	.....	.....	.....	.....	47.67	.....	.....
Tripp to Armour.....	20.45	.....	.....	.....	.....	.....	20.45	.....	.....
Elk Point to Sioux Falls Junction.....	102.73	.....	.....	34.92	.....	.....	67.81	.....	.....
Needah to Babcock.....	18.94	.....	18.94	.....	.....	.....	.....	.....	.....
Babcock to Pittsville.....	9.97	.....	9.97	.....	.....	.....	.....	.....	.....
Pittsville Junction to Vesper.....	8.42	.....	8.42	.....	.....	.....	.....	.....	.....
Dexterville to Lynn.....	22.45	.....	22.45	.....	.....	.....	.....	.....	.....
Lynn to Komadha.....	5.20	.....	5.20	.....	.....	.....	.....	.....	.....

PROPERTY OPERATED—Continued.

(For roads making operating reports.)

MILES OF ROAD.

Terminals,	Total.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.
In City of Fond du Lac.....	2.62	.....	2.62	.....	.....	.....	.....	.....	57.79
North Milwaukee to Champion.....	253.81	.....	196.02	.....	.....	.....	.....	.....	.....
Hilbert Junction to Appleton.....	20.35	.....	20.35	.....	.....	.....	.....	.....	.....
Menasha to Neenah.....	1.00	.....	1.00	.....	.....	.....	.....	.....	1.34
Oconto Junction to Oconto.....	11.94	.....	11.94	.....	.....	.....	.....	.....	.....
Ellis Junction to Menominee.....	22.43	.....	.....	.....	.....	.....	.....	.....	47.05
Wausaukee to Northwest.....	17.00	.....	17.00	.....	.....	.....	.....	.....	45.90
Channing to Sidnaw.....	47.05	.....	.....	.....	.....	.....	.....	.....	.....
Sidnaw to Ontonagon.....	45.90	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	6,147.77	318.08	1,644.73	1,553.25	1,120.09	118.21	1,101.06	140.27	152.08

(Page 17.)

CAPITAL STOCK.

Description.	Number of Shares Authorized	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate per cent.	Amount.
Common.....		\$ 100		\$ 46,027,261	4	\$1,838,307 64
Preferred		100		25,973,900	7	1,809,213 00
Total	Not fixed.	\$ 100	Not fixed.	\$ 72,001,161	.....	\$3,647,520 64

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash—common.....		17,084,026	\$ 16,392,069 05
Issued for cash—preferred.		5,198,917	5,212,248 80
Issued in exchange for bonds—preferred.....	2,060	10,142,500	.....
Issued for construction—common.....			.....
Issued for construction—preferred.....			.....
Issued in exchange for Mil. & Nor. R. R. stock—common :		6,158,300	.....
Issued for dividends—common *		8,262,026	.....
Issued for purchase of stock of other companies and other lines of road—common.....		14,522,909	.....
Issued for purchase of stock of other companies and other roads—preferred.....		10,632,483	.....
Total	2,060	72,001,161	\$ 21,604,317 85

* The stock issued for dividends was in lieu of amount of net earnings which had been expended for construction and was charged to income account.

FUNDED DEBT.

Description of Bonds.	Time.		Amount Outstanding.	Interest.		
	Date of Issue.	When Due.		Rate Per Cent.	When Payable.	Amount Accrued During Year.
<i>f</i> Milwaukee & St. Paul railway.....	1883	1893	\$ 8,000 00	.....	.....	\$ 3,990 00
<i>a</i> Iowa & Minnesota division.....	1867	1897	2,842,000 00	7	Jan and July	296,640 00
Prairie du Chien division first mortgage.....	1868	1898	3,674,000 00	8	Feb and Aug.	293,020 00
<i>a</i> Prairie du Chien division second mortgage.....	1868	1898	1,197,000 00	7.3	Jan and July	87,965 00
<i>a</i> Chicago & Milwaukee division.....	1873	1903	2,393,000 00	7	" " "	167,510 00
<i>ad</i> St. Paul (or river) division.....	1872	1902	3,353,000 00	7	" " "	240,590 00
<i>ac</i> St. Paul (or river) division. Sterling.....	1872	1902	431,500 00	7	" " "	25,725 00
<i>a</i> Iowa & Dakota division.....	1869	1899	540,000 00	7	" " "	37,800 00
<i>a</i> Hastings & Dakota division.....	1872	1903	89,000 00	7	" " "	6,280 00
<i>b</i> Consolidated Mortgage.....	1874	1904	136,000 00	7	" " "	13,020 00
<i>a</i> Consolidated Mortgage.....	1875	1905	11,299,000 00	7	" " "	790,030 00
<i>d</i> Terminal.....	1884	1914	4,748,000 00	5	" " "	237,400 00
<i>a</i> Iowa & Dakota division extension.....	1878	1908	3,205,000 00	7	" " "	245,350 00
Hastings & Dakota division extension.....	1880	1910	5,080,000 00	7	" " "	387,600 00
Hastings & Dakota division extension.....	1880	1910	990,000 00	5	" " "	49,500 00
Southwestern division.....	1879	1909	4,000,000 00	6	" " "	240,000 00
La Crosse & Davenport division.....	1875	1919	2,500,000 00	5	" " "	125,000 00

FUNDED DEBT.—Continued.

Description of Bonds.	Time.		Amount Outstanding.	Interest.			
	Date of Issue.	When Due.		Rate per cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Chicago & Pacific division.....	1880	1910	\$ 3,000,000 00	6	Jan. and July	\$ 180,000 00	\$ 179,820 00
<i>d</i> Chicago & Pacific western division.....	1881	1921	25,340,000 00	5	" "	1,267,000 00	1,262,050 00
Southern Minnesota division.....	1880	1910	7,432,000 00	6	" "	445,920 00	466,100 00
Mineral Point division.....	1880	1910	2,840,000 00	5	" "	142,000 00	141,875 00
Dubuque division.....	1880	1920	6,565,000 00	6	" "	393,360 00	393,570 00
Wisconsin Valley division.....	1880	1920	2,316,000 00	6	" "	129,240 00	123,960 00
<i>d</i> Wisconsin & Minnesota division.....	1881	1921	4,755,000 00	5	" "	237,750 00	237,525 00
<i>d</i> Chicago & Lake Superior division.....	1881	1921	1,390,000 00	5	" "	68,000 00	68,175 00
Chicago & Missouri River division.....	1886	1926	3,083,000 00	5	" "	154,150 00	153,950 00
<i>d</i> Dakota & Great Southern railway.....	1886	1916	2,836,000 00	5	" "	142,800 00	142,600 00
<i>d</i> Fargo & Southern railway.....	1883	1924	1,250,000 00	6	" "	75,000 00	75,000 00
<i>g</i> Minnesota Central railway.....	1884	1894	106,000 00	7	" "	8,606 31	8,676 31
Wisconsin Valley railway.....	1879	1909	1,106,500 00	7	" "	77,455 00	77,455 00
<i>h</i> Fargo & Southern railway, income.....	1885						7,710 00
<i>i</i> Real estate.....	1884	1894	1,200 00			7,497 50	11,892 50
<i>c</i> Income sinking fund convertible.....	1886	1916	1,600,000 00	5	Jan. and July	75,500 00	75,175 00
<i>d</i> General mortgage.....	1889	1889	20,488,800 00	4	" "	571,109 17	456,009 17

FUNDED DEBT.—Continued.

Description of Bonds.	Time.		Amount Outstanding.	Rate per cent.	When Payable.	Interest.	
	Date of Issue.	When Due.				Amount Accrued During Year.	Amount Paid During Year.
Milwaukee & Northern railway, 1st mortgage.	1880	1910	\$ 2,155,000 00	6	June and Dec.	\$ 129,300 00	\$ 114,955 00
Milwaukee & Northern railway, consolidated	1884	1913	5,692,000 00	6	" "	240,180 00	213,865 00
Total			\$ 138,801,000 00			\$ 7,503,747 98	\$ 7,381,024 48

- a* Bonds thus designated are convertible into preferred stock at any time within ten days after a dividend becomes payable on said preferred stock.
- b* Bonds thus designated are convertible into preferred stock at any time within fifteen days after a dividend becomes payable on said preferred stock.
- c* Bonds thus designated are convertible into common stock at any time within sixty days after any dividend becomes payable on the stock of the Company. The authorized issue of these bonds is \$5,000,000, of which but \$2,000,000 have been sold.
- d* Bonds thus designated are payable, principal and interest, in gold, at the office of the company, in New York.
- e* Bonds thus designated are payable, principal and interest, in gold, in London.
- f* Bonds thus designated are payable on presentation. Interest ceased January 1st, 1883.
- g* Bonds thus designated are payable on presentation. Interest ceased July 1, 1894.
- h* Fargo & Southern railway income bonds became payable and interest ceased April 1, 1893.
- i* Bonds thus designated are payable on presentation. Interest ceased March 1, 1894.

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FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND
INCOME BONDS.

Class of Bond or Obligation.	Amount Outstanding.	Interest.	
		Amount Ac- rued During Year.	Amount Paid During Year.
*Mortgage bonds	\$ 132,451,800 00	\$ 7,183,350 48	\$ 7,036,921 98
Miscellaneous obligations	4,794,200 00	244,397 50	243,927 50
Income bonds	1,600,000 00	75,500 00	75,175 00
Grand Total	\$ 138,801,000 00	\$ 7,503,747 98	\$ 7,351,024 48

* Unable to ascertain the consideration upon which all bonds were originally issued.

RECAPITULATION OF FUNDED DEBT.

Clear of Debt.	Amount Out- standing.	Interest.	
		Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds—page 19.....	\$ 132,451,800 00	\$ 7,183,350 48	\$ 7,036,921 98
Miscellaneous obligations—page 19.....	4,749,200 00	244,897 50	248,927 50
Income bonds—page 19.....	1,600,000 00	75,500 00	75,175 00
Total.....	\$ 138,801,000 00	\$ 7,503,747 98	\$ 7,361,024 48

CURRENT ASSETS AND LIABILITIES.

(Page 23.)

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current liabilities accrued to and including June 30, 1894.	Amount.
Cash	\$ 3,676,586 40	Loans and bills payable	\$ 1,000,000 00
Bills receivable	829,000 00	Audited vouchers and accounts	445,819 25
Due from agents	450,263 81	Wages and salaries	1,222,351 71
Net traffic balances due from other companies	94,753 06	Net traffic balances due to other companies	37,136 70
Due from solvent companies and individuals	251,263 73	Dividends not called for	
Other cash assets (excluding "materials and supplies")		Matured interest coupons unpaid (including coupons due July 1)	3,302,317 50
Bonds in treasury or due from trustees	3,090,800 00	Rents due July 1	
Stock in treasury	4,770 00	Miscellaneous	
United States government	271,061 47		
Total—Cash and current assets	\$ 9,565,543 47	Total—Current liabilities	\$ 6,068,633 16
		Balance—Cash assets	3,496,910 31
Total	\$ 9,565,543 47	Total	\$ 9,565,543 47

RECAPITULATION.

A. For Mileage Owned.

(Page 25.)

Account.	Total Amount Outstanding.	Apportionment.		Amount Per Mile of Line.	
		To Railroads.	To Other Properties, [Page 11.]	Miles.	Amount.
Capital stock—Page 17.....	\$ 72,001,161 00	\$ 72,001,161 00		6,147.77	\$ 11,711 45
Bonds—Page 19 [“Grand Total”].....	138,801,000 00	138,801,000 00		6,147.77	22,577 45
Equipment trust obligations—Page 21.....					
Current liabilities—Page 23.....	6,098,633 16	6,098,633 16		6,147.77	992 01
Total.....	\$ 216,900,794 16	\$ 216,900,794 16		6,147.77	\$ 35,281 21

Capital stock, \$72,001,161 00; Funded debt, \$138,801,000 00; Current liabilities (in excess of assets none,) \$6,098,633 16; total, \$216,900,794 16; miles of line, 6,147.77; amount, \$35,281 21.

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost Per Mile.
	Not Included in Operating Ex penses.	Charged to Income Account as Permanent Improvements.			
Construction—					
Right of way.....			\$ 47,147 63		
Other real estate.....			15,538 40		
Fences.....			43,816 50		
Grading and bridge and culvert masonry.....			39,433 42		
Bridges and trestles.....			275,551 00		
Second track.....			163,782 25		
Ballasting, etc.....			96,210 99		
Other superstructure.....			21,801 69		
Buildings, furniture and fixtures.....			36,700 80		
Shop machinery and tools.....			5,578 85		
Discount on securities sold for construction.....			1,020,000 00		
Sidings and yard extensions.....			2,670 21		
Road built by contract.....			26,154 94		
Purchase of constructed road.....			13,284,710 75		

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

—Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
	Not Included in Operating Expenses.				
	Charged to Income Account as Permanent Improvements.	Charged to Construction or Equipment.			
Construction—Continued—					
Other items		\$ 1,990 32			
Total construction.		\$ 15,401,206 75			
Equipment—					
Locomotives		27,557 14			
Passenger cars		21,251 30			
Sleeping, parlor and dining cars.		19,096 71			
Baggage, express and postal cars		3,333 82			
Combination cars					

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

—Continued.

Item.	Expenditures During Year.		Total Cost to June 30, 1883.	Total Cost to June 30, 1894.	Cost per mile.
	Charged to Income Account as Permanent Improvements.	Charged to Construction or Equipment.			
Construction • Continued—					
Freight cars.....		\$ 45,064 00			
Other cars of all classes.....					
Floating equipment.....					
Total equipment.....		\$ 116,273 03			
Grand total cost of construction, equipment, etc.....		\$ 13,217,479 78	\$ 185,224,233 67	\$ 210,440,713 45	*\$ 34,230 41
Grand total cost construction, equipment, state of North Dakota proper.....		\$ 304,349 00	\$ 3,904,464 67	\$ 4,208,814 27	\$ 34,230 41
*614,777 miles.					

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INCOME ACCOUNT.

[For Roads Making Operating Reports.]

Gross earnings from operation—Page 35.....	\$ 31,515,623 75	
Less operating expenses—Page 45.....	19,102,928 45	
Income from operation.....		\$ 12,412,695 30
Dividends on stock owned—Page 37.....	51,032 00	
Interest on bonds owned—Page 39.....	15,938 64	
Miscellaneous income—less expenses—Page 41.....	33,713 53	
Income from other sources.....		\$ 100,684 17
Total income.....		\$ 12,513,379 47
Deductions from income—		
Interest on funded debt accrued—Page 23.....	\$ 7,503,747 98	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	95,821 65	
Rents paid for lease of road—Page 47 (A).....		
Taxes.....	1,199,077 00	
Permanent improvements—Page 29.....		
Other deductions.....		
Total deductions from income.....		\$ 8,798,646 63
Net income.....		\$ 3,714,732 84
Dividends, 4 per cent, common stock—Page 17.....	\$ 1,538,307 64	
Dividends, 7 per cent, preferred stock—Page 17.....	1,809,213 00	
Other payments from net income.....		
Total.....		\$ 3,647,520 64
Surplus from operations of year ending June 30, 1894.....		67,212 20
Surplus on June 30, 1893, (from "General Balance Sheet," 1893 report).....		6,487,899 05
		\$ 6,555,111 25
Deductions for year, profit and loss account.....		34,071 17
Surplus on June 30, 1894, (for entry on "General Balance Sheet," page 51).....		\$ 6,521,040 08

(Page 35.)

EARNINGS FROM OPERATION.

PROPORTIONAL.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue.....	\$ 149,848 90		
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....		\$ 2,140 56	
Total passenger revenue.....			\$ 147,708 34
Mall.....	\$ 21,301 42		
Express.....	12,067 06		
Extra baggage and shortage.....	2,048 86		
Other items, news service.....	292 55		
Sleeping and parlor cars.....	4,573 22		
Milk.....	3,349 49		\$ 44,232 00
Total passenger earnings.....			\$ 191,940 94
Freight—			
Freight revenue.....	\$ 443,567 49		
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....		\$ 12,553 76	
Total freight revenue.....			\$ 431,013 73
Stock yards.....	\$ 519 01		
Elevators.....	1,887 95		
Other items.....			2 406 96
Total freight earnings.....			\$ 433,420 69
Total passenger and freight earnings.....			625,361 63
Other earnings from operation—			
Car mileage—balance.....			
Switching charges—balance.....			
Telegraph companies.....	\$ 674 95		
Rents from tracks, yards and terminals—Page 41	2,281 57		
Rents not otherwise provided for.....	1,994 33		

EARNINGS FROM OPERATION.—*Continued.*

PROPORTIONAL.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Other earnings from operation—Continued—			
Other sources.....			
Total other earnings.....			\$ 4,950 85
In North Dakota.—Total gross earnings from operation.....			\$ 630,312 48
Entire line.—Total gross earnings from operation.....			\$ 31,515,623 75

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STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Kansas City Belt Ry. Co.....	\$ 20,000 00			\$ 20,263 35
Minnesota Transfer Ry. Co.....	7,000 00			7,000 00
Minneapolis Eastern Ry. Co.....	15,000 00			15,000 00
Minneapolis & St. Louis Ry. Co.....	2,000 00			200 00
Chicago Union Transfer Ry. Co.....	40,000 00			40,000 00
Milwaukee & Northern R. R. Co.....	6,157,850 00			30,789 25
Elgin, Joliet & Eastern Ry. Co.....	400,000 00			4,000 00
Lisbon, Necedah & Lake Sup. Ry. Co.....	16,000 00			16,000 00
Oshkosh & Miss. River Ry. Co.....	• 138,500 00			692 50
Total.....	\$ 6,796,350 00			\$ 133,945 10

B. OTHER STOCKS.

Name.	Total Par Value	Rate.	Income or Dividend Received.	Valuation.
Braceville Coal Co.....	\$ 100,000 00	5	\$ 5,000 00	\$ 100,000 00
Excelsior Coal Co.....	150,000 00	5	7,500 00	150,000 00
St. Paul Union Depot Co.	50,000 00	6	3,800 00	50,000 00
Merrill Boom Co.....	61,400 00	7	4,732 00	61,400 00
Tomahawk Sand & Boom Co.....	69,900 00			69,900 00
St. Paul Warehouse & Elevator Co.....	19,250 00			19,250 00
Council Bluffs Union Elevator Co.....	46,700 00			46,666 67
Milwaukee Sand Co.....	100,000 00	30	30,000 00	100,000 00
Milwaukee Industrial Exposition.....	10,000 00			100 00
Minneapolis Industrial Exposition.....	2,500 00			100 00
Wisconsin State Journal Printing Co.....	5,000 00			500 00
Lake Madison Chautauqua Association.....	500 00			500 00
Spirit Lake Chautauqua Association.....	200 00			200 00
Total.....	\$ 615,450 00		\$ 51,032 00	\$ 598,616 67
Grand total--A and B.....	\$ 7,411,800 00		\$ 51,032 00	\$ 732,561 77

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BONDS OWNED.

A. RAILWAY BONDS.

Name.	Total Par Value.	Rate per cent.	Income or Interest Received.	Valuation.
Minnesota Transfer Ry. Co.,	\$ 112,000 00	5	\$ 5,600 00	\$ 112,000 00
Minneapolis Eastern Ry. Co	75,000 00	7	4,725 00	60,000 00
Redeemed and cancelled—				
Kansas City Belt Ry. Co., \$4,000.			120 00	
Total.....	\$ 187,000 00	....	\$ * 10,445 00	\$ 172,000 00

B. OTHER BONDS.

City of Ottumwa, Iowa	\$ 30,000 00	4	\$ 1,200 00	\$ 30,000 00
City of New Lisbon, Wis.	2,000 00	6	153 68	2,000 00
Village of Flan,dreau S. D	10,000 00	5		100 00
Town of Ortonville, Minn.	8,500 00	6	390 00	2,500 00
Town of Graceville, Minn.	5,000 00	6	300 00	2,500 00
Town of Tarant, Minn.	1,000 00	6	30 00	250 00
Chapin Mining Co.	21,175 00			21,175 00
Redeemed and cancelled—				
World's Columbian Exposition, \$100,000			3,381 30	
Town of Canton, Minn., \$500			39 25	
Total.....	\$ 77,695 00		\$ 5,493 64	\$ 58,525 00
Grand total--A and B.....	\$ 264,675 00		\$ 15,938 64	\$ 230,525 00

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RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Rate.	Total.
Tracks and Terminals...	Rugbyde to Milwaukee	Wis. Cen. Lines...	An'l Rent	\$ 69,330 76
	Rugbyde to Milwaukee	Wis. Cen. Lines...	Pro Main.	33,067 00
	Portage, Wis.....	Wis. Cen. Lines...	An'l Rent	1,200 00
	Ottumwa.....	Wabash R. R....	In. on Val.	4,481 12
	Green Bay.....	K., T. B. & W. Ry.	In. on Val.	3,405 01
	Council Bluffs.....	O. & St. L. Ry.	An'l Rent	600 00
	Clinton.....	C. B. & Q. R. R.	An'l Rent	420 00
	Winona.....	C. B. & Nor. R. R.	An'l Rent	133 20
	Cedar Rapids.....	Illinois Cen. R. R.	An'l Rent	270 00
	Baytown.....	C. St. P. M. & O. R.	An'l Rent	101 77
	Council Bluff.....	K.C.St J.&C.B.R.R.	An'l Rent	169 36
	Total .....	.....	.....	\$114,078 22

MISCELLANEOUS INCOME.

Item.	Net Miscellaneous Income.
Land department.....	\$ 33,713 53
Total.....	\$ 33,713 53

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OPERATING EXPENSES.

Item.	Amount.	Total.
Maintenance of way and structures—		
Repairs of roadway.....	\$ 1,736,831 66	
Renewals of rails.....	593,078 92	
Renewals of ties.....	962,036 89	
Repairs of bridges and culverts.....	653,902 25	
Repairs of fences, road crossings, signs and cattle guards.....	241,771 58	
Repairs of buildings.....	249,986 45	
Repairs of docks and wharves.....		
Repairs of telegraph.....	32,229 98	
Total.....		\$ 4,469,837 73
Maintenance of equipment—		
Repairs and renewals of locomotives.....	\$ 1,096,429 32	
Repairs and renewals of passenger cars.....	889,614 18	
Repairs and renewals of freight cars.....	1,163,408 17	
Shop machinery, tools, etc.....	72,783 26	
Total.....		\$ 2,722,235 43
Conducting transportation—		
Wages of enginemen, firemen and roundhouse men.....	\$ 1,925,016 54	
Fuel for locomotives.....	2,276,494 44	
Water supply for locomotives.....	82,261 19	
All other supplies for locomotives.....	137,438 23	
Wages of other trainmen.....	1,691,930 75	
All other train supplies.....	148,558 10	
Wages of switchmen, flagmen and watchmen.....	634,231 98	
Expense of telegraph, including train dispatchers and operators.....	505,621 36	
Wages of station agents, clerks and laborers.....	1,439,791 90	
Station supplies.....	202,387 91	
Switching charges—Balance.....	251,267 49	
Car mileage—Balance.....	217,181 15	
Loss and damage.....	191,431 90	

OPERATING EXPENSES.—*Continued.*

Item.	Amount.	Total.
Conducting transportation—Continued—		
Injuries to persons.....	\$ 295,754 02	
Other expenses	43,225 75	
Total		\$ 10,042,622 71
General expenses—		
Salaries of officers.....	\$ 339,782 05	
Salaries of clerks.....	311,489 33	
General office expenses and supplies.....	35,947 30	
Agencies, including salaries and rent.....	130,541 00	
Advertising	37,464 98	
Commissions.....	73,594 58	
Insurance.....	95,673 19	
Expense of fast freight lines		
Expense of traffic associations	51,741 91	
Expense of stock yards and elevators	44,428 23	
Rents for tracks, yards and terminals—Page 47 R., ...	329,868 22	
Rents not otherwise provided for	73,046 54	
Legal expenses	105,180 03	
Stationery and printing	133,594 93	
Other general expenses	105,880 29	
Total		\$ 1,868,232 58
Recapitulation of expenses—		
Maintenance of way and structures.....	\$ 4,469,837 73	
Maintenance of equipment.....	2,722,235 43	
Conducting transportation.....	10,042,622 71	
General expenses	1,868,232 58	
Grand Total		\$ 19,102,928 45
Percentage of operating expenses to earnings.....	60.61	
Operating expenses—North Dakota—Proportional—		
Maintenance of way and structures.....	\$ 89,396 75	
Maintenance of equipment.....	54,444 71	

OPERATING EXPENSES—*Continued.*

Item.	Amount.	Total.
Operating expenses—North Dakota—Continued.		
Conducting transportation.....	\$ 200,852 45	
General expenses.....	37,364 66	
Total.....		\$ 382,058 57
Percentage of expenses to earnings--North Dakota.....	60.61	

RENTALS PAID.

B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Milwaukee	C. & N. W. Ry.	An. rent..	\$ 450 00
	Council Bluffs.....	C., B. & Q. R. R	Int. on val.	95 00
Tracks and terminals....	Pt. Pyron Jc. to R. Isld	C., R. I. & P. Ry	An. rent..	15,000 00
Tracks.....	Chicago	P., C., C. & St. L. Ry.	Pro. main.	38,669 53
Tracks and terminals ..	Davis Jc. to Rockf'd	C., B. & Q. R. R	Pro. main	23,253 68
Tracks.....	Dubuque	Ills. Cent. R. R	An. rent	3,240 00
Tracks and terminals ..	Coburg to Kan. City..	Kans. City Belt Ry	Int. on val.	46,172 42
	Coburg to Kan. City..	Kans. City Belt Ry	Pro. main	11,086 75
	Omaha	Union Pacific Ry.....	An. rent	45,000 00
	Omaha.....	Union Pacific Ry	Pro. main	24,906 57
Total				\$207,872 95
Terminals—				
Passenger depot.....	Chicago	Penna. Co.	Int. on val.	\$ 17,175 56
	Chicago	Penna. Co.....	Pro. main..	65,839 62
	St. Paul	St. Paul U. D. Co.....	Pro. main..	22,802 65
Passenger transfer.....	Council Bluffs.....	Union Pacific Ry.....	An. rent..	4,766 67
Passenger depot.....	Omaha	Omaha U. D. Co	Int. on val.	8,469 51
	Omaha	Omaha U. D. Co.....	Pro. main..	1,241 05
	Stillwater.....	Stillwater U. D. Co....	Pro. main..	1,700 21
Total				\$121,965 27
Grand total rents—B.....				\$329,868 22

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

June 30, 1893.		Liabilities.	June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$ 71,795,161 00	Capital stock—Page 17 .....	.....	\$ 73,004,161 00	\$ 206,000 00	.....
.....	130,805,500 00	Funded debt—Page 23 .....	.....	138,801,000 00	7,995,500 00	.....
.....	9,304,077 79	Current liabilities—Page 23 .....	.....	6,098,633 16	.....	\$ 3,205,444 63
.....	163,720 42	Accrued interest on funded debt not yet payable .....	.....	200,225 08	96,514 66	.....
.....	6,487,899 05	Profit and loss—Page 31 (or 33) .....	.....	6,321,040 08	33,141 03	.....
.....	\$ 218,556,353 26	Grand total .....	.....	\$ 223,682,069 32	\$ 5,125,711 06	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

June 30, 1893.		Assets.		June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.		Item.	Total.	Increase.	Decrease.	
	\$ 195,223,233 67	{ Cost of Road—Page 29					
		{ Cost of Equipment—Page 29		\$ 210,440,713 45	\$ 15,217,479 78		
	6,845,622 32	Stocks owned—Page 37.		732,361 77			
	314,600 00	Bonds owned—Page 36		230,525 00			
	13,270 70	Real estate		13,270 70			
	13,122,165 05	Cash and current assets.—Page 23		9,565,543 47		3,556,621 58	
		Other Assets:					
	2,631,665 99	Materials and supplies		2,226,568 35		405,097 64	
	405,800 33	Sinking fund.		472,886 58	67,086 25		
		Grand total		\$ 223,682,069 32	\$ 5,125,711 06		
	\$ 218,556,358 26						

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR.

1. All extensions of road put in operation	
Miles of road June 30, 1893.....	5,724.13
Milwaukee & Northern Railroad purchased.....	419.48
Sisseton extension built.....	4.24
	6,147.85
2. Decrease in mileage by line abandoned or line straightened.	
Line shortened Merrill Park to North Milwaukee.....	.08
	6,147.77
Miles of road June 30, 1894.....	
3. All other important physical changes None.	
4. All leases taken or surrendered. None.	
5. All consolidations or reorganizations effected. None.	
6. All new stocks issued	
Increase in Capital Stock—	
2,060 shares preferred issued in exchange for bonds.....	\$ 206,000
7. All new bonds issued.	
Increase in Funded Debt—	
For expenditures for equipment and permanent improvements to June 30, 1894.....	\$ 911,000
In exchange for other bonds.....	447,800
Assumed Milwaukee & Northern Railroad bonds.....	7,247,000
	\$ 8,605,800
Less bonds received in exchange for preferred stock.....	\$ 206,000
Bonds redeemed and canceled during year.....	404,300
	610,000
Net increase.....	\$ 7,995,500
8. All other important financial changes. None.	

(Page 55) **CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz:—

1. Express companies : The United States Express Company occupies the lines of this company doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

2. Mails : Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the post office department and the amount paid is based upon the weight of the mail transported over each route.

3. Sleeping, parlor, or dining car companies : Sleeping, parlor and dining cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Company. Sleeping car rates, \$1.50 to \$3.00 according to distance traveled. Parlor car rates, 25 cts. to \$1.00, according to distance traveled. Dining car rates, \$1.00 per meal.

4. Freight or transportation companies or lines : The cars of all transportation companies are allowed to run over all lines of this company, paying regular rates and receiving mileage.

5. Other railroad companies. None.

6. Steamboat or steamship companies. None.

7. Telegraph companies. None.

8. Telephone companies. None.

9. Other contracts. None.

SECURITY FOR FUNDED DEBT.

(Page 57.)

Name of bond.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Milwaukee & St. Paul Ry.	1st.	Milwaukee to La Crosse.	197.70	
	"	Watertown to Madison.	37.00	
	"	Horicon to Berlin and Winneconne.	58.00	
	"	Milwaukee to Portage, via Horicon.	85.00	\$ 8,000 00
Iowa and Minnesota Division.	"	McGregor to St. Paul and Minneapolis.	220.00	2,842,000 00
Prairie du Chien Division, 8.	"	Milwaukee to Prairie du Chien.	194.00	3,674,000 00
Prairie du Chien Division, 7 & 10.	2nd.	Milwaukee to Prairie du Chien.		1,197,000 00
Chicago and Milwaukee Division.	1st.	Chicago to Milwaukee.	82.20	2,383,000 00
St. Paul (or River) Division.	"	La Crosse to St. Paul.	128.10	3,804,500 00
Iowa and Dakota Division.	"	Calmar to Algona.	126.00	540,000 00
Hastings and Dakota Division.	"	Hastings to Glencoe.	74.20	89,000 00
Consolidated.	2nd.	On above described lines.		
	1st.	La Crosse bridge and approaches.	1.70	
	"	Milton to Monroe.	42.00	
	"	Austin to Mason City.	40.00	
	"	Conover to Decorah.	10.00	
	"	Sabula to Marion.	87.00	11,485,000 00
Terminal.	"	Real estate and improvements in Chicago and Milwaukee.		4,748,000 00
Iowa and Dakota Division extension.	"	Algona to Chamberlain.	273.90	
	"	Marion Junction to Running Water.	62.00	3,505,000 00

SECURITY FOR FUNDED DEBT—Continued.

Name of Bond.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Hastings and Dakota Division extension.....	1st.	Glencoe to Roscoe.....	278.00	
"	"	Roscoe to Eureka.....	26.85	
"	"	Aberdeen to Edgeley.....	64.15	
"	"	Milbank Junction to Sisseton.....	33.00	\$ 6,670,000 00
Southwestern division.....	"	Racine to Port Byron Junction.....	190.00	
"	"	Eagle to Elkhorn.....	17.00	4,000,000 00
La Crosse and Davenport division.....	"	Davenport to Jackson Junction.....	150.50	
"	"	Eldridge Junction to Maquoketa.....	32.19	2,500,000 00
Chicago and Pacific division.....	"	Chicago to Kittredge.....	116.60	
"	2nd.	Kittredge to Savanna.....	21.50	
"	1st	Sabula bridge and approaches.....	3.54	3,000,000 00
Chicago and Pacific Western division.....	"	Cedar Rapids to Kansas City.....	263.84	
"	"	Marion to Council Bluffs.....	261.70	
"	"	Sioux City to Manilla.....	90.10	
"	"	Egan to Woonsocket.....	82.76	
"	"	Sioux City to Aberdeen.....	262.60	
"	"	Elk Point to Sioux Falls.....	70.00	
"	"	Eden to Rock Valley.....	9.00	
"	"	Farley to Cedar Rapids.....	47.00	25,340,000 00
Southern Minnesota division.....	"	La Crescent to Sioux Falls.....	346.50	

SECURITY FOR FUNDED DEBT—Continued.

Name of Bond.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Southern Minnesota division.....	1st.	Wells to Mankota.....	38.10	
	"	Minneapolis to Benton Junction.....	28.86	\$ 7,432,000 00
Mineral Point division.....	"	Warren to Mineral Point.....	33.00	
	"	Calamine to Platteville.....	18.00	
	"	Monroe to Shullsburg.....	34.00	
	"	Lone Rock to Richland Center.....	16.00	
	"	Viroqua to Sparta.....	32.00	2,840,000 00
Dubuque division.....	"	La Crescent to Clinton.....	178.00	
	"	Caledonia Junction to Preston.....	57.50	
	"	Waukon Junction to Waukon.....	22.80	
	"	Turkey River Junction to West Union.....	57.20	
	"	Bellevue to Cascade.....	33.50	6,565,000 00
Wisconsin Valley division.....	2nd.	Tonah to Merrill.....	107.00	
	1st.	Merrill to Minocqua.....	54.50	2,316,000 00
Wisconsin and Minnesota division.....	"	Wabasha to Zumbrota.....	60.00	
	"	Hastings to Stillwater.....	25.50	
	"	Northfield to Red Wing.....	32.50	
	"	Wabasha to Chippewa Falls.....	65.00	
	"	Red Cedar Junction to Cedar Falls.....	21.00	
	"	Minneapolis to St. Paul and short line bridge.....	10.00	

SECURITY FOR FUNDED DEBT.—Continued.

Name of Bond.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Wisconsin and Minnesota division	1st.	Read's Landing Bridge.....	.....	\$ 4,755,000 00
Chicago and Lake Superior division.....	"	Janesville to Beloit.....	14.00	.....
.....	"	Rockton to Rockford.....	15.00	.....
.....	"	Madison to Portage.....	39.00	1,360,000 00
Chicago and Missouri River division.....	"	Tripp to Armour.....	20.40	.....
.....	"	Roscoe to Bowdle.....	15.50	.....
.....	"	Roscoe to Orient	41.10	3,083,000 00
Dakota & Great Southern Railway.....	"	Madison to Bristol.....	102.70	.....
.....	"	Andover to Harlem.....	56.00	2,856,000 00
Fargo & Southern Railway	"	Ortonville to Fargo.....	117.00	1,250,000 00
Minnesota Central Railroad.....	"	McGregor to St. Paul and Minneapolis.....	.....	105,000 00
Wisconsin Valley Railroad.....	"	Tomah to Merrill.....	.....	1,065,500 00
Real Estate.....	1st.	Property in Chicago.....	.....	1,200 00
Income Sinking Fund, Convertible.....	.....	Not secured by Mortgage.....	.....	1,600,000 00
General Mortgage .....	.....	Authorized issue \$150,000,000—covering all property of the company.....	.....	.....
.....	.....	For refunding above mentioned debt, and for extension and improvement of road.....	.....	.....
Milwaukee and Northern Railroad, Consolidated	1st.	North Milwaukee to Green Bay.....	126.77	20,488,500 00
.....	"	Hilbert Junction to Appleton.....		2,155,000 00

SECURITY FOR FUNDED DEBT.—Continued.

Name of Bond.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Milwaukee and Northern Railroad Consolidated*..	2nd.	North Milwaukee to Green Bay.....	253 81	
Milwaukee and Northern Railroad Consolidated*..	1st.	Green Bay to Champion.....		
	2nd.	Hilbert Junction to Appleton.....	20 35	
	1st.	Menasha to Neenah.....	1 00	
	"	Oconto Junction to Oconto.....	11 94	
	"	Ellis Junction.....	22 43	
	"	Wausaukee to Northwest.....	17 00	
	"	Channing to Sidnaw.....	47 05	
	"	Sidnaw to Ontonagon.....	45 90	\$ 5,092,000 00
		* Authorized issue \$8,900,000. For refunding above mentioned debt of \$2,155,000, and for extensions of road.....		
Total.....				\$ 137,801,000 00

All of the equipment and rolling stock reported as owned on page 65 of this report, is carried by and included in the several mortgages of this company, and it is used on the whole line as an entirety without division.

(Page 59.)

EMPLOYEES AND SALARIES.

STATE OF NORTH DAKOTA.—PROPORTIONAL.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	2	351	\$ 5,409 00	\$ 15 44
Other officers.....	1	168	1,386 64	8 26
General office clerks.....	9	3,015	6,229 79	2 07
Other employees--				
Station agents.....	18	5,703	9,640 17	1 69
Other station men.....	21	6,711	12,181 96	1 82
Enginemen.....	18	5,700	21,243 41	3 72
Firemen.....	18	5,772	13,258 22	2 30
Conductors.....	14	4,363	14,109 63	3 23
Other trainmen.....	30	9,415	17,270 28	1 83
Machinists.....	11	3,574	9,730 21	2 72
Carpenters.....	13	3,981	9,118 92	2 29
Other shopmen.....	47	14,586	24,833 32	1 70
Section foremen.....	20	6,416	13,066 29	2 13
Other trackmen.....	62	19,544	25,861 89	1 32
Switchmen, flagmen and watchmen.....	22	6,761	12,684 44	1 88
Telegraph operators and dispatchers.....	16	4,945	10,330 60	2 09
Employees--account floating equipment.....				
All other employees and laborers.....	83	26,117	45,333 80	1 74
Total (including "General Officers").....	405	127,131	\$ 252,288 67	\$ 1 98
Less "General Officers".....	2	351	5,409 00	15 44
Total (excluding "General Officers").....	403	126,780	\$ 246,879 67	1 95
Distribution of above--				
General administration.....	16	5,380	25,228 87	4 69
Maintenance of way and structures.....	139	43,476	53,026 39	1 33
Maintenance of equipment.....	65	20,508	35,320 41	1 72
Conducting transportation.....	185	57,767	134,713 00	2 31
Total (including "General Officers").....	405	127,131	\$ 252,288 67	1 98
Less "General Officers".....	2	351	5,409 00	15 44
Total (excluding "General Officers").....	403	126,780	\$ 246,879 67	1 95

(Page 60.)

PASSENGER AND FREIGHT, AND TRAIN
MILEAGE.

(Proportional.)

STATE OF NORTH DAKOTA.

Item.	Column for Ton- nage, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Columns for Revenue, and Rates.	
		Dollars and Cents.	Mills.
Passenger traffic—			
Number of passengers carried earning revenue	158,438		
Number of passengers carried one mile	6,742.666		
Average distance carried	42 56		
Total passenger revenue—page 35		\$ 147,708 33	
Average amount received from each passenger		93	228
Average receipts per passenger per mile		02	191
Estimated cost of carrying each passenger 1 mile			
Total passenger earnings—page 35		191,940 94	
Passenger earnings per mile of road		1,551 42	
Passenger earnings per train mile		1 18	550
Freight traffic—			
Number of tons carried of freight earning revenue	215,881		
Number of tons carried one mile	41,557.300		
Average distance haul of one ton	192 50		
Total freight revenue—page 35		431,013 74	
Average amount received for each ton of freight		1 99	653
Average receipts per ton per mile		01	037
Estimated cost of carrying one ton one mile			
Total freight earnings—page 35		433,420 70	
Freight earnings per mile of road		3,503 25	
Freight earnings per train mile		1 50	226
Passenger and freight—			
Passenger and freight revenue—page 35		578,722 07	
Passenger and freight revenue per mile of road		4,677 69	
Passenger and freight earnings—page 35		625,361 64	
Passenger and freight earnings per mile of road		5,054 67	
Gross earnings from operation—page 35		630,312 48	
Gross earnings from operation per mile of road		5,094 69	
Expenses—page 45		182,058 57	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Continued.*

(Proportional.)

STATE OF NORTH DAKOTA.

Item.	Column for Ton- nage, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.	
		Dollars and Cents.	Mills.
Passenger and freight—continued—			
Expenses per mile of road.....		\$ 3,088 10	
Train mileage--			
Miles run by passenger trains	156,969		
Miles run by freight trains.....	257,390		
Miles run by mixed trains.....	19,754		
Total mileage trains earning revenue.....	434,113		
Miles run by switching trains.....	88,223		
Miles run by construction and other trains.....	11,514		
Grand total train mileage.....	533,850		
Mileage of loaded freight cars—north or east.....	2,309,481		
Mileage of loaded freight cars—south or west	1,875,753		
Mileage of empty freight cars—north or east.....	586,597		
Mileage of empty freight cars—south or west	1,031,080		
Average number of freight cars in train.....	22.55		
Average number of loaded cars in train	16.26		
Average number of empty cars in train.....	6.29		
Average number of tons off freight in train.....	161.46		
Average number of tons of freight in each loaded car.....	9.93		

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for Ton- nage, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Columns for Revenue and Rates.	
		Dollars and Cents.	Mills.
Passenger traffic—			
Number of passengers carried earning revenue.....	7,921,882		
Number of passengers carried one mile.....	339,133,338		
Number of passengers carried one mile per mile of road.....	1,281		
Average distance carried	42.56		
Total passenger revenue—Page 35.....		7,385,416 68	
Average amount received from each passenger.....		93	228
Average receipts per passenger per mile.....		02	191
Total passenger earnings—Page 35.....		9,597,047 05	
Passenger earnings per mile of road.....		1,551 42	
Passenger earnings per train mile.....		1 18	550
Freight traffic—			
Number of tons carried of freight earning revenue—Page 63.....	10,794,058		
Number of tons carried one mile.....	2,077,869,479		
Number of tons carried one mile per mile of road.....	1,745		
Average distance haul of one ton.....	192.50		
Total freight revenue—Page 35.....		21,550,686 79	
Average amount received for each ton of freight.....		1 99	653
Average receipts per ton per mile.....		01	037
Total freight earnings—Page 35.....		21,671,034 80	
Freight earnings per mile of road.....		3,503 25	
Freight earnings per train mile.....		1 59	226
Passenger and freight—			
Passenger and freight revenue—Page 35.....		28,936,103 47	
Passenger and freight revenue per mile of road.....		4,677 69	
Passenger and freight earnings—Page 35.....		31,268,081 85	
Passenger and freight earnings per mile of road.....		5,054 67	
Gross earnings from operation—Page 35.....		31,515,623 75	
Gross earnings from operation per mile of road.....		5 094 69	
Gross earnings from operation per train mile.....		1 45	196

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—*Continued.*

Item.	Column of Ton- nage, Number Passenger, Num- ber Trains, Mile- age, Number Cars.	Columns for Revenue and Rates.	
		Dollars and Cents.	Mills.
Passenger and Freight—Continued—			
Operating expenses—Page 45.....		\$ 19,102 925 45	
Operating expenses per mile of road.....		3,088 10	
Operating expenses per train mile.....		88	009
Income from operation—Page 31.....		12,412,695 30	
Income from operation per mile of road.....		2,006 59	
Train mileage—			
Miles run by passenger trains.....	7,848,438		
Miles run by freight trains.....	12,869,482		
Miles run by mixed trains.....	987,704		
Total mileage trains earning revenue.....	21,705,624		
Miles run by switching trains.....	4,411,146		
Miles run by construction and other trains.....	575,700		
Grand total train mileage.....	26 692,470		
Mileage of loaded freight cars—north or east.....	115,474,054		
Mileage of loaded freight cars—south or west.....	93,787,639		
Mileage of empty freight cars—north or east.....	29,329,838		
Mileage of empty freight cars—south or west.....	51,553,984		
Average number of freight cars in train.....	22.55		
Average number of loaded cars in train.....	16.26		
Average number of empty cars in train.....	6.29		
Average number of tons of freight in train.....	161.46		
Average number of tons of freight in each load- ed car.....	9.93		

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA—PROPORTIONAL.

[Company's material excluded.]

Commodity.	Freight Originating On this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of agriculture—				
Grain.....	44,985	2,620	47,605	22.05
Flour.....	8,499	305	8,804	4.08
Other mills products.....	2,788	133	2,921	1.35
Hay.....	3,332	218	3,550	1.64
Tobacco.....	404	7	411	.19
Cotton.....				
Fruit and Vegetables.....	1,407	770	2,177	1.01
Flax seed.....	2,220	115	2,338	1.08
Other.....	712	39	751	.35
Products of animals—				
Live stock.....	10,180	669	10,849	5.03
Dressed meats.....	1,757	36	1,793	.83
Other packing-house products.....	1,077	53	1,130	.52
Poultry, game and fish.....	107	20	127	.06
Wool.....	97	39	136	.06
Hides and leather.....	442	59	501	.23
Eggs.....	376	12	388	.18
Dairy products.....	946	9	955	.44
Products of mines—				
Anthracite coal.....	7,931	441	8,372	3.88
Bituminous coal.....	9,766	9,140	18,870	8.74
Coke.....	1,478	27	1,505	.70
Ores.....	3,688	553	4,221	1.96
Stone, sand and other like articles.....	4,728	1,236	5,964	2.76
Salt.....	1,138	10	1,148	.53
Products of forest—				
Lumber.....	20,821	3,187	24,008	11.12
Other.....	9,961	1,660	11,621	5.38

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA—PROPORTIONAL—*Continued.*

[Company's material excluded.]

Commodity.	Freight Originating On this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Whole Tons,				
Manufactures—				
Petroleum and other oils.....	3,195	110	3,305	1.53
Paper.....	773	30	803	.37
Naval stores.....				
Iron, pig and bloom.....	2,817	332	3,149	1.46
Iron and steel rails.....	966	3	969	.45
Other castings and machinery.....	703	94	797	.37
Bar and sheet metal.....	338	4	342	.16
Cement, brick and lime.....	5,553	446	5,999	2.78
Agricultural implements.....	1,218	121	1,339	.62
Wagons, carriages, tools, etc.....	329	34	363	.17
Wines, liquors and beers.....	5,338	89	5,427	2.52
Household goods and furniture.....	739	20	759	.35
Other.....	3,036	1,198	4,234	1.96
Merchandise.....	14,960	2,216	17,176	7.96
Ice.....	4,660	2	4,662	2.16
Miscellaneous—				
Other commodities not mentioned above	5,660	752	6,412	2.97
Total tonnage.....	189,128	26,753	215,881	100.00

DESCRIPTION OF EQUIPMENT.

(Page 65.)

Item,	Number Added During Year,	Total Num- ber at End of Year,	Equipment Fitted with Train Brake,		Equipment Fitted with Automatic Coupler,	
			Number,	Name,	Number,	Name,
Locomotives—owned and leased—						
Passenger	5	220	220	Westinghouse		
Freight	39	513	371	Westinghouse		
Switching	4	102	42	Westinghouse		
Total locomotives in service	48	835	633	Westinghouse		
Less locomotives leased						
Total locomotives owned	38	835	633	Westinghouse		
Cars—owned and leased—						
In passenger service—						
First class cars.....						
Second class cars.....	9	404	404	Westinghouse	386	Janney & Miller
Combination cars.....						
Emigrant cars.....						
Dining cars.....		8	8	Westinghouse	3	Cowell
					5	Miller
Parlor cars.....		16	16	Westinghouse	3	Cowell
					13	Miller

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Cars—owned and leased—						
In passenger service—continued—						
Sleeping cars.....		53	53	Westinghouse	14	Cowell
Baggage, express and postal cars.....	20	284	284	Westinghouse	284	Miller
Other cars in passenger service.....		2	2	Westinghouse	2	Miller
Total.....	29	767	767	Westinghouse	759	
In freight service—						
Box cars.....	407	18,604	5,215	Westinghouse	6,644	M. C. B.
Flat cars.....	82	5,313	155	Westinghouse	1,657	M. C. B.
Stock cars.....	48	2,721	689	Westinghouse	683	M. C. B.
Coal cars.....						
Tank cars.....						
Refrigerator cars.....	99	489	350	Westinghouse	388	M. C. B.
Other cars in freight service.....	145	311	110	Westinghouse	100	M. C. B.
Total.....	685	27,438	6,519		9,462	

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars.....	11	11	11	Westinghouse	11	M. C. B.
Gravel cars.....	-2	277		Westinghouse	148	Janney & Miller.
Derrick cars.....	1	11	2	Westinghouse		M. C. B.
Caboose cars.....	18	464	2		23	
Other road cars.....	8	59				M. C. B.
Total cars in service.....	750	29,027	7,301	Westinghouse	10,403	
Less cars leased.....						
Total cars owned.....	750	29,027	7,301	Westinghouse	10,403	
Case contributed to fast freight line service.....	-11	175	155	Westinghouse	68	M. C. B.

MILEAGE.

A. MILEAGE OF ROAD OPERATED—(ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of y Proprietar- Companies	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Construct'd During Year and Pur- chased.	Rails.	
	Main Line and Branches and Spurs.							Iron.	Steel.
Miles of single track	6,147.77				38.21	6,185.98	424.16	899.83	5,247.94
Miles of second track	182.75				24.32	207.07	6.17		182.75
Miles of third track	3.25					3.25			3.25
Miles of connecting fourth track	30.32					30.32	3.82		30.32
Miles of yard track and sidings	1,350.13					1,350.13	127.21	1,012.60	337.53
Total mileage operated (all tracks)	7,714.22				62.53	7,776.75	561.36	1,912.43	5,864.79

MILEAGE.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year and Purchased.	Rails.	
	Main Line and Branches.	and Spurs.						Iron.	Steel.
Illinois	818.08				21.01	339.15		5.78	312.30
Wisconsin	1,644.73				.52	1,645.25	287.84	122.36	1,522.37
Iowa	1,553.25				2.97	1,556.22		174.15	1,379.10
Minnesota	1,120.09					1,120.09		213.34	906.75
North Dakota	118.21					118.21		5.96	112.25
South Dakota	1,101.06					1,101.06	4.24	378.24	722.82
Missouri	140.27				7.35	147.62			140.27
Michigan	152.08					152.08	152.08		152.08
Nebraska					6.30	6.30			
Total mileage operated (single track)	6,147.77				38.21	6,185.98	524.16	899.83	5,247.94

MILEAGE.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES — (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line and Branches and Spurs.				Iron.	Steel.
Illinois.....	318.08		318.08	.....	5.78	312.30
Wisconsin.....	1,644.73		1,644.93	287.32	122.36	1,522.37
Iowa.....	1,553.25		1,553.25	.....	174.15	1,379.10
Minnesota.....	1,120.09		1,120.06	.....	213.34	906.75
North Dakota.....	118.21		118.21	.....	5.96	112.25
South Dakota.....	1,101.06		1,101.06	4.24	378.24	722.82
Missouri.....	140.27		140.27	.....	.....	140.27
Michigan.....	132.08		132.08	152.08		152.08
Total mileage owned (single track).....	6,147.77		6,147.77	423.64	899.83	5,247.94

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RENEWALS OF RAILS AND TIES.—STATE OF NORTH DAKOTA.—PROPORTIONAL.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard Average Pounds.	Average Price Per Ton at Distributing Point.
Steel	300	69	\$ 30 09
Total steel	300	69	\$ 30 09

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Mixed	37,559	\$ 36 40
Total	37,559	\$ 36 40

CONSUMPTION OF FUEL BY LOCOMOTIVES.

STATE OF NORTH DAKOTA—PROPORTIONAL.

Locomotives.	Coal—Tons—Bituminous.	Wood Soft.	Total Fuel Consumed, Tons.	Miles Run.	Average pounds consumed per mile.
Passenger.....	6,705	159	6,785	176,355	76.94
Freight.....	11,247	267	11,380	297,467	76.32
Switching.....	3,244	77	3,283	88,214	74.43
Construction.....	433	10	438	11,514	76.03
Total.....	21,629	513	21,886	573,550	76.32
Average cost at distributing point.....	\$ 2 06	\$ 1 74	\$ 2 08		

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ACCIDENTS TO PERSONS.

STATE OF NORTH DAKOTA.

No accidents.

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CHARACTERISTICS OF ROAD.

To secure the data for correctly compiling the statement here requested it will be necessary to make a re-survey of a large portion of the system, as in the last twenty years modifications of grades have been made of which there are, in many instances, no records in the engineer's office. On some lines acquired by this company there are no profiles in existence. To compile what data we have would require about three months time, and to make a survey of the parts of the line of which we have no correct records may require four months work with a field party.

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CHARACTERISTICS OF ROAD.—*Continued.*

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone.....							
Iron.....	159	30,747		13		403	
Wooden.....	322	41,387		22		191	
Combination.....	3	1,080		108		223	
Total.....	486	73,214		13		403	
Trestles.....	7,383	531,656		6		3,592	
Tunnels.....	1	1,330		1,330		1,330	
Pontoons.....	1	400		400		400	

Gauge of track, 4 feet, 8½ inches; Miles, 5,994.02.

Gauge of track, 3 feet; Miles, 153.75.

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	In.
Bridges.....	16	19	5
Conduits.....			
Trestles.....	76	14	8½
Total.....	92	14	8½

CHARACTERISTICS OF ROAD.—*Continued.*

BRIDGES, TRESTLES, TUNNELS, ETC.

OVERHEAD RAILWAY CROSSINGS.

Bridges.....	8	18	2
Conduits.....	1	21	0
Trestles.....	10	19	1
Total.....	19	18	2
Tunnels.....			

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Name of Operating Company.
6,065.00	19,403.60	6,065.00	19,403.60	Western Union Telegraph Co.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

For the construction of the telegraph lines the Western Union Telegraph Company or the North Western Telegraph Company in some cases furnished some material and claim joint ownership. Amount not definitely fixed.

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CAR MILEAGE.

Individuals, co-operative fast freight lines, and stock companies, to which the company making this report pays mileage for the use cars.

American Live Stock Transportation Co.	Keystone Palace Horse Car Co.
American Refrigerator Transit Co.	Kentucky Refining Co.
American Cotton Oil Co.	Laural Hill Car and Coal Co.
Ames Coal Transportation Co.	Libby, McNeill & Libby.
Anglo-American Provision Co.	Lipton Refrigerater Line.
Armour Car Lines.	Live Poultry Transportation Co.
American Transportation Company.	Manhattan Oil Co.
Arms Palace Horse Car Co.	Mann Bros.
Abernathy Furniture Co.	Mather Stock Car Co.
American Car Company.	Mattheissen & Hegeler Zinc Co.
American Tank Line.	Mattoon Manufacturing Co.
Austell Refrigerator Car Co.	Menasha Wooden Ware Co.
Barrett & Barrett.	Merchants Despatch Transportation Co.
Barrett, S. E., Manufacturing Co.	Midland Line.
Blue Line Transit Co.	Missouri Valley Refrigerator Line.
Boyd, Luaham & Co.	Mitchell & Lewis Co.
Briggs Manufacturing Co.	Morrell Refrigerator Line.
Brill, J. G. & Co.	Morris Nelson & Co.
Barton Stock Car Company.	Minneapolis Stock Yards and Package Co.
Butler, J. E., Furniture Line.	Muir Tank Line.
Britton, D. W.	Michigan Salt Line.
Barbarossa Refrigerator Line.	National Despatch Line.
California Fruit Express Co.	National Furnace Co.
California Fruit Transportation Co.	National Linseed Oil Co.
Canada Southern Line.	National Rolling Stock Co.
Canadian Pacific Despatch.	New York Despatch Refrigerator Line.
Canada Cattle Car Co.	North West Despatch Fast Freight Line.
Case, J. L., Threshing Machine Co.	Nichols Chemical Co.
Cedar Rapids Refrigerator Express Co.	National Fruit Despatch.
Central Equipment Co.	Omaha Packing Co.
Chappell Chemical Co.	Paragon Refining Co.
E. C. Smith	Peavy Grain Line.
Chicago Refrigerator Car Line.	Peerless Tank Line.
Climax Gasoline Co.	Penn Refining Co.
Cold Blast Transportation Co.	Pullman's Palace Car Co.
Continental Fruit Express Co.	Producers' Oil Co.
Cornplanter Refining Co.	Provision Dealers Despatch.
Craig Oil Co.	Racine Wagon and Carriage Co.
Crystal Oil Works.	Ramage, S. Y.
Cudahy Milwaukee Refrigerator Line.	Red Line Transit Co.
Cudahy Refrigerator Line	Rend, W. P. & Co.
Crupples, S. Wooden Ware Co.	Rock Falls Manufacturing Co.
Dold, J. Packing Co.	Rocky Mountain Oil Co.
Empire Line.	Rovston, Herbert.

CAR MILEAGE.—*Continued.*

Empire Oil Works.	Rainey, W. J.
Erie Despatch.	St. Charles Car Co.
Fecker Brewing Co. Refrigerator Line.	St. Louis Refrigerator Car Co.
Fairbank, N. K. & Co.	Scofield, Shurmer & Teagle.
Great Eastern Line.	Silberhorn Refrigerator Car Co.
Green Line.	Sioux City Dressed Beef Refrigerator Line.
Hammond Refrigerator Line.	South Eastern Line.
Havens, C. B. & Co.	Southern Despatch Lumber Line
Healey Refrigerator Line.	Southern Iron Car Line.
Hannibal Transfer Co.	Streets Western Stable Car Line.
Hicks Stock Car Co.	Sun Oil Line.
Harris Coalery Co.	Swift Refrigerator Line.
Helm, Fer'd Brewing Co.	Sheboygan Chair Co.
Hutchinson Packing Co.	Titusville Oil Works.
Independent Refining Co.	Union Refrigerator Transit Co.
International Oil Works.	Union Tank Line.
Interstate Transit Co.	United States Transportation Co.
Interstate Ventilator Refrigerator Car Line.	Venice Transportation Line.
Inland Steel Co.	Weaver, Getz & Co.
Johnson, F. C.	Western Car Leasing Co.
Kansas City Dressed Beef Line.	White Line Transit Co.
Kansas City Refrigerator Car Co.	White Star Transportation Co.
Kansas Manufacturers' Despatch.	Washington Refining Co.

OATH.

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

We, the undersigned, Roswell Miller, president, and W. N. D. Winne, general auditor, of the Chicago, Milwaukee and St. Paul Ry. Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ROSWELL MILLER,

President.

W. N. D. WINNE,

General Auditor.

Subscribed and sworn to before me }
this 24th day of Sept., 1894.

WM. F. SCHMIDT,
Notary Public.

ANNUAL REPORT
OF THE
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
FOR THE YEAR ENDING JUNE 30, 1894.

(Page 3.)

HISTORY.

Name of common carrier, Chicago & Northwestern Railway Company.

Date of organization, June 7, 1859.

Organized under act of Illinois Legislature, approved February 19, 1859, and act of Wisconsin Legislature, approved March 14, 1859. Certificate made June 6, 1859.

HISTORY.—Continued.

Other companies have been consolidated with the Chicago & Northwestern Railway Company, as follows:

Name of Company.	State.	Charter or Organization Under General Laws.
Dixon, Rockford & Kenosha Railway company.....	Illinois and Wisconsin.....	Organized January 16, 1864
Galena & Chicago Union Railroad company.....	Illinois.....	Chartered by act of Illinois, January 16, 1836
Galena & Chicago Union Railroad company.....	Illinois.....	Amended by act of Illinois, March 4, 1837
Galena & Chicago Union Railroad company.....	Illinois.....	Amended by act of Illinois, February 24, 1847
Galena & Chicago Union Railroad company.....	Illinois.....	Amended by act of Illinois, February 11, 1853
Galena & Chicago Union Railroad company.....	Illinois.....	Amended by act of Illinois, February 25, 1854
Galena & Chicago Union Railroad company.....	Illinois.....	Amended by act of Illinois, February 15, 1855
Peninsular Railroad company.....	Michigan.....	Organized February 9, 1862
Beloit & Madison Railroad company.....	Wisconsin.....	Chartered by act of Wisconsin, February 18, 1852
Baraboo Air Line Railroad company.....	Wisconsin.....	Chartered by act of Wisconsin, March 8, 1870
Baraboo Air Line Railroad company.....	Wisconsin.....	Amended by act of Wisconsin, January 31, 1871
La Crosse, Trempealeau & Prescott Railroad Co.....	Wisconsin.....	Chartered by act of Wisconsin, March 6, 1857
La Crosse, Trempealeau & Prescott Railroad Co.....	Wisconsin.....	Amended by act of Wisconsin, April 4, 1864
Menominee River Railroad company.....	Michigan.....	Organized February 9, 1875
Escanaba & Lake Superior Railway company.....	Michigan.....	Organized November 20, 1880
Elgin & State Line Railroad company.....	Illinois.....	Chartered by act of Illinois, February 12, 1859
Chicago, Milwaukee & Northwestern Railway Co.....	Illinois and Wisconsin.....	Organized March 19, 1881

HISTORY.—Continued.

Date and authority for each consolidation.

Date of Consolidation.	Companies Acquired by Consolidation.	Authority for Consolidation.
January 19, 1864.....	Dixon, Rockford & Kenosha Railroad company.....	 General railroad law
June 2, 1864.....	Galena & Chicago Union Railroad company.....	 Authority conferred by charter
October 21, 1864.....	Peninsular Railroad company.....	 General railroad law
January 10, 1871.....	Beloit & Madison Railroad company.....	 Authority conferred by charter
March 10, 1871.....	Baraboo Air Line Railroad company.....	 Authority conferred by charter
January 6, 1877.....	La Crosse, Trempealeau & Prescott Railroad Co.....	 Authority conferred by charter
July 1, 1882.....	Menominee River Railroad company.....	 General railroad law
July 1, 1882.....	Escanaba & Lake Superior Railway company.....	 General railroad law
June 7, 1883.....	Elgin & State Line Railroad company.....	 Authority conferred by charter
June 7, 1883.....	Chicago, Milwaukee & North western Railway Co.....	 General railroad law

HISTORY.—Continued.

The property and franchises of other companies have been acquired by the Chicago & Northwestern Railway Company by purchase, as follows:

Date of Organization.	Companies.	Date of Purchase.	Authority for Purchase.
April 4, 1882.....	Galesville & Mississippi River Railroad company, Wisconsin.	March 16, 1883.....	 General railroad law
March 18, 1880.....	Rock River Railroad company, Wisconsin.....	March 16, 1883.....	 General railroad law
January 26, 1886.....	Chicago, Iowa & Nebraska railroad, Iowa.....	July 1, 1884.....	 General railroad law
June 14, 1889.....	Cedar Rapids & Missouri River railroad, Iowa.....	July 2, 1884.....	 General railroad law
June 10, 1876.....	Maple River Railroad company, Iowa.....	July 3, 1884.....	 General railroad law
July 31, 1872.....	Stanwood & Tipton, Iowa.....	October 24, 1884.....	 General railroad law
March 2, 1870.....	Iowa Midland Railway company, Iowa.....	October 24, 1884.....	 General railroad law
July 2, 1883.....	Ottumwa, Cedar Falls & St. Paul Railway company, Iowa.....	October 24, 1884.....	 General railroad law
June 18, 1880.....	Iowa Southwestern Railway company, Iowa.....	October 24, 1884.....	 General railroad law
August 1, 1870.....	Des Moines & Minnesota Railroad company, Iowa.....	October 24, 1884.....	 General railroad law
April 9, 1886.....	Maple Valley Railway company, Iowa.....	May 4, 1887.....	 General railroad law
April 15, 1886.....	Janesville & Evansville Railway company, Wisconsin.....	May 6, 1887.....	 General railroad law
January 13, 1887.....	Sioux Valley Railway company, Iowa.....	November 2, 1887.....	 General railroad law
August 18, 1873.....	Iowa Railway, Coal & Manufacturing company, Iowa.....	November 2, 1887.....	 General railroad law
October 30, 1886.....	Linn county Railway company, Iowa.....	November 2, 1887.....	 General railroad law
June 26, 1858.....	Sycamore & Cortland Railroad company, Illinois.....	June 7, 1888.....	 Act of Illinois, June 30, 1885
February 15, 1884.....	Northern Illinois Railway company, Illinois.....	June 7, 1888.....	 Act of Illinois, June 30, 1885
October 8, 1886.....	Iron River Railway company, Michigan.....	June 10, 1889.....	 Act of Michigan, Feb. 27, 1889
August 13, 1887.....	Iron Range Railway company, Michigan.....	June 10, 1889.....	 Act of Michigan, Feb. 27, 1889

HISTORY.—Continued.

Date of Organization.	Companies.	Date of Purchase.	Authority for Purchase.
August 8, 1887.....	Lake Geneva & State Line Railway company, Wisconsin.....	June 10, 1889.....	General railroad law
June 15, 1890.....	Toledo & Northwestern railway, Iowa.....	June 6, 1890.....	General railroad law
January 7, 1889.....	Junction Railway company, Illinois.....	June 4, 1891.....	Act of Illinois, June 30, 1885
May 28, 1890.....	Paint River Railway company, Michigan.....	June 4, 1891.....	Act of Michigan, Feb. 27, 1889
December 11, 1875.....	Milw. Lake Shore & Western Railway company, Wis. & Mich.	August 19, 1883.....	General railroad law

The following named companies are controlled by the Chicago & Northwestern Railroad company, by ownership of capital stock and no distinction is made in this report by reason of their separate incorporation.

Name of Company.	Where Organized.	Charter or Organization
Dakota Central Railway company.....	Dakota.....	Organized May 7, 1879
Princeton & Western Railway company.....	Wisconsin.....	Organized August 1, 1883
Winona and St. Peter Railroad company.....	Minnesota.....	Chartered by act of March 10, 1892

LEASED LINE.

Name of Company.	Where Organized.	Charter or Organization.
St. Paul Eastern Grand Trunk railway.....	Wisconsin.....	Organized September 5, 1879

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Horace Williams.....	Clinton, Iowa.....	June, 1895
Oliver Ames, 2nd.....	Boston, Mass.....	June, 1895
John M. Burke.....	New York, N. Y.....	June, 1895
Marvin Hughitt.....	Chicago, Ill.....	June, 1896
N. K. Fairbank.....	Chicago, Ill.....	June, 1895
Byron L. Smith.....	Chicago, Ill.....	June, 1896
Percy R. Pyne.....	New York, N. Y.....	June, 1896
F. W. Vanderbilt.....	New York, N. Y.....	June, 1896
W. K. Vanderbilt.....	New York, N. Y.....	June, 1896
H. McK. Twombly.....	New York, N. Y.....	June, 1896
John I. Blair.....	Blairtown, N. J.....	June, 1896
David P. Kimball.....	Boston, Mass.....	June, 1897
Chauncey M. Depew.....	New York, N. Y.....	June, 1897
Samuel F. Barger.....	New York, N. Y.....	June, 1897
Albert Keep.....	Chicago, Ill.....	June, 1897
M. L. Sykes.....	New York, N. Y.....	June, 1897
James C. Fargo.....	New York, N. Y.....	June, 1897

Total number of stockholders at date of last election, 5,016.

Date of last meeting of stockholders for election of directors, June 7, 1894.

Postoffice address of general office, Chicago and New York.

Postoffice address of operating office, Chicago, Illinois.

Name and address of officer to whom correspondence regarding this report should be sent, J.

B. Redfield, Auditor, Chicago, Ill.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Albert Keep.....	Chicago, Ill
President.....	Marvin Hughtitt.....	Chicago, Ill
First vice president.....	Martin L. Sykes.....	New York, N. Y
Second vice president.....	Marshall M. Kirkman.....	Chicago, Ill
Third vice president.....	William H. Newman.....	Chicago, Ill
Secretary.....	Martin L. Sykes.....	New York, N. Y
Treasurer.....	Martin L. Sykes.....	New York, N. Y
General counsel.....	Lloyd W. Bowers.....	Chicago, Ill
Auditor.....	J. B. Redfield.....	Chicago, Ill
General manager.....	John M. Whitman.....	Chicago, Ill
Chief engineer.....	John E. Blunt.....	Chicago, Ill
General superintendent.....	Sherburn Sanborn.....	Chicago, Ill
Division superintendent } Minn.	William P. Cosgrave.....	Winona, Minn
Division superintendent } Lines.	James S. Oliver.....	Huron, S. Dak
Superintendent of telegraph.....	George H. Thayer.....	Chicago, Ill
General freight agent.....	Hiram R. McCullough.....	Chicago, Ill
General passenger agent.....	William A. Thrall.....	Chicago, Ill
General ticket agent.....	William A. Thrall.....	Chicago, Ill
General baggage agent.....	Nathaniel A. Phillips.....	Chicago, Ill
Land commissioner.....	Charles E. Simmons.....	Chicago, Ill

PROPERTY OPERATED.

(For roads making operating reports.)

MILES OF COMPLETED ROAD.

Terminals.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Line chartered as or connected with Chicago & North Western Ry. Co. —								
Chicago to Council Bluffs	491.00	137.88	353.12					
Chicago to Freeport	121.00	121.00						
Geneva to Aurora	9.40	9.40						
Geneva to St. Charles	2.40	2.40						
Sycamore to Cortland	4.64	4.64						
Elgin to Williams Bay	51.04	35.82		15.22				
Belvidere to Spring Valley	75.78	75.78						
So. Bra. Junct to River (Chicago)	4.50	4.50						
Clinton to Anamosa (Quarry)	73.57		73.57					
Stanwood to Tipton	8.50		8.50					
Cut off near Cedar Rapids	5.96		5.96					
Des Moines to Jewell Junct	59.08		59.08					
Tama to Elmore	164.56		164.22			.34		
Jewell Junct. to Wall Lake Junct	73.68		73.68					
Eagle Grove to Hawarden	145.20		145.20					
Belle Plaine to Muckakinoek	64.00		64.00					

PROPERTY OPERATED.—Continued.

(For roads making operating reports.)

MILES OF COMPLETED ROAD.

Terminals.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Boone to Coal Banks.....	3.25		3.25					
Maple River Junct. to Onawa.....	80.85		80.85					
Wall Lake to Merville.....	79.87		79.87					
Carroll to Kirkman.....	34.81		34.81					
Manning to Audubon.....	17.00		17.00					
Chicago to Ft. Howard.....	242.20	69.73		172.47				
Appleton Water Power Ext'n.....	3.63			3.63				
Kenosha to Rockford.....	72.10	44.03		28.07				
Chicago to Montrose.....	5.20	5.20						
Montrose to North Evanston.....	7.69	7.69						
Chicago to Milwaukee.....	85.00	44.60		40.40				
Milwaukee to Fond du Lac.....	62.63			62.63				
Sheboygan to Princeton.....	78.40			78.40				
Milwaukee to Montfort.....	140.88			140.88				
Montfort to Galena.....	46.31	10.30		36.04				
Montfort to Woodman.....	30.50			30.50				
Ipswich to Platteville.....	4.00			4.00				
Lancaster Jct. to Lancaster.....	12.04			12.04				

PROPERTY OPERATED.—Continued.

(For roads making operating reports.)

MILES OF COMPLETED ROAD.

Terminals.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Janesville to Afton.....	6.10			6.10				
Belvidere to Winona.....	227.00	21.00		205.87		13		
Winona Junct. to La Crosse.....	3.96			3.96				
Trempealeau to Galesville.....	6.71			6.71				
Evansville to Janesville.....	15.68			15.68				
Fort Howard to Republic.....	202.64			49.45	153.19			
Cloutie to Michigamme.....	10.44				10.44			
Wabie to Champion.....	1.23				1.23			
Powers to Watersmeet.....	104.33			13.73	90.60			
Stager to Crystal Falls.....	9.10				9.10			
Narenta to Metropolitan.....	34.86				34.86			
Branches to Mines off Main line.	42.27				42.27			
Branches to Mines off E. & L. S. line.....	8.44				8.44			
Branches to Mines off Menom. River line.....	38.13			4.71	31.42			
Branches to Mines, Crystal Falls to Henlock Mine.....	15.50				15.00			
Branches to Mines off Ashland Division.....	34.22			4.89	29.33			
Branches to Industries off Ashland Division.....	21.44			20.92	.52			

PROPERTY OPERATED...Continued.

(For roads making operating reports.)

MILES OF COMPLETED ROAD.

Terminals.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Lake Shore Junction to Ashland, Wis.....	386.13			319.24	66.89			
Monico Junction to Hurley, Wis.....	88.11			88.11				
Two Rivers Junction to Two Rivers, Wis.....	6.35			6.35				
Hortonville to Oshkosh, Wis.....	23.10			23.10				
Eland Junction to Marshfield, Wis.....	63.87			63.87				
North of Antigo to E. Bryant switch.....	7.27			7.27				
Pratt Junction to Harrison.....	17.85			17.85				
Parrish Junction to Parrish.....	4.54			4.54				
Watersmeet to Choate.....	22.82				22.82			
Interior Junction to Interior.....	1.61				1.61			
Craigsmen to Robbins.....	3.47				3.47			
Hurley to end of track.....	12.97			12.97				
Potato River Junction to end of track.....	2.60			2.60				
Extension through Section 34.....	1.34			1.34				
Total C. & N. R. R. (chartered or consolidated).....	3,782.29	563.97	1,163.12	1,503.54	521.19	.47		

PROPERTY OPERATED.....Continued.

MILES OF COMPLETED ROAD.

COMMISSIONERS OF RAILROADS.

253

Terminals.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Proprietary Lines, viz.—								
Princeton & Western railway.....	16.06							
Valley Junction to Necedah.....				16.06				
Winona & St. Peter railroad.....	448.48							
Winona to Watertown.....						288.50	34.48	
Mankato Junction to Mankota.....						8.75		
Sleepy Eye to Redwood Falls.....						24.40		
Rochester to Zumbrota.....						24.48		
Eyota to Plainview.....						15.01		
Eyota to Chatfield.....						11.46		
Tracy to Dakota line.....						46.40		
Dakota Central railway.....	723.93							
Minnesota state line to Pierre.....							209.11	
James Valley Junction to Oakes.....							117.67	14.28
Watertown Junction to Watertown.....							43.83	
Watertown to Gettysburg.....							146.35	
Iroquois to Hawarden (state line).....							125.49	
Centerville to Yankton.....							28.46	
Doland to Groton.....							38.84	
Total.....	1,188.47			16.06		414.00	744.13	14.28

PROPERTY OPERATED.—Continued..

(For roads making operating reports.)

MILES OF COMPLETED ROAD.

Terminals.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Leased lines, viz.—								
St. Paul Eastern Grand Trunk railway.....	60.02							
Clintonville to Oconto.....				56.00				
Spurs.....				4.02				
Total.....	60.02			60.02				
Recapitulation—								
C. & N. W. R. R. (chartered and consolidated).....	3,762.29	563.97	1,163.12	1,503.54	521.19	.47		
Proprietary lines.....	1,188.47			16.06		414.00	744.13	14.28
Leased lines.....	60.02			60.02				
Grand total.....	5,000.78	563.97	1,163.12	1,579.62	521.19	414.47	744.13	14.28

PROPERTY OPERATED.—*Continued.*

(Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet—Pages 49 and 55.)

Name.	Character of Business.	Title.—(Owned, Leased, etc.)	State or Territory.
Western Town Lot Co. }	Establishing towns and selling town lots.....	Own'ship of stock.	Iowa, Minn., No. Dak., S. Dak., Wis.
Pioneer Town Site Co. }		Own'ship of stock.	Nebraska, So. Dak. and Wyo.
Minnesota land grant... }	Selling lands.....	Owned by proprietary company...	Minnesota and South Dakota.
Wisconsin land grant... }		Owned.....	Wisconsin.
Michigan land grant.... }		Owned.....	Michigan.
Consolidation Coal Co....	Mining and selling coal.....	Own'ship of stock.	Iowa.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends De- clared During Year.	
					Rate.	Amount.
Capital stock and scrip C. & N.W. Ry. Co. common, including \$2, - 332,958 08, owned by company.....	413,878	\$ 100 00	No fixed amount.	\$ 41,387,885 97	6	\$ 2,343,144 00
Capital stock and scrip C. & N.W. Ry. Co. preferred, including \$3,284 56 owned by company.....	223,384	100 00	No fixed amount.	22,338,454 56	7	1,563,450 00
Capital stock of proprietary companies whose operations, etc., are embraced in this report.....	28,025	100 00	No fixed amount.	2,802,500 00		
Total	665,288			\$ 66,528,820 53		\$ 3,906,594 00

(Page 19.)

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Mortgage bonds—				
C. R. & M. R. R. R., 2nd div., 1st mtge.	Aug. 1, '63	Feb. 1, '94	\$ 640,000	\$ 582,000
M. L. I. & W. Ry., Har. & Ont. Sch. 1 mtge	April 1, '86	April 1, '96	250,000	250,000
Maple River R. R., 1st mtge.....	July 1, '77	July 1, '97	520,000	488,000
Chi. & Milwaukee Ry., 1st mtge.....	July 1, '63	July 1, '98	1,700,000	1,700,000
Peninsula R. R., 1st mtge.....	July 1, '63	Sept. 1, '98	1 200,000	1,200,000
Iowa Midland Ry., 1st mtge.....	Aug. 1, '70	Oct. 1, 1900	1,350,000	1,350,000
Escanaba & Lake Snp. Ry., 1st mtge.	July 1, '81	July 1, '01	720,000	720,000
C. & N. W. Ry., 1st mtge. (Iowa div.)	April 1, '91	April 1, '02	1,411,000	1,411,000
C. & N. W. Ry., General Consol. Gold	Nov. 30, '72	Dec. 1, '02	48,000,000	13,651,000
Milwaukee & Madison Ry., 1st mtge.	Sept. 1, '80	Sept. 1, '05	1,600,000	1,600,000
Chicago & Tomah R. R., 1st mtge.....	Sept. 1, '80	Nov. 1, '05	1,528,000	1,528,000
C., M. & N. W. Ry., construction.....	May 1, '82	Nov. 1, '05	750,000	750,000
Menominee River R. R., 1st mtge..	July 1, '76	July 1, '06	400,000	400,000
Menominee Riv. R. R., ext. 1st mtge.	Jan. 1, '80	July 1, '06	160,000	160,000
Des Moines & Minn. R. R. 1st mtge.	Feb. 1, '82	Feb. 1, '07	600,000	600,000
Dak. C. Ry. 1st mtge (W. & St. P. con)	May 1, '82	Sept. 1, '07	1,065,000	1,065,000
W. & St. P. R. R. 2d (Nov. 1) mtge..	Nov. 1, '67	Nov. 1, '07	1,800,000	1,800,000
Dak. Cent. Ry. 1st mtge (S. E. div.)...	Nov. 1, '82	Nov. 1, '07	2,600,000	2,000,000
Roch. & No. Minn. Ry. 1st mtge.....	Sept. 1, '78	Sept. 1, '08	200,000	200,000
Plainview R. R. 1st mtge.....	Sept. 1, '78	Sept. 1, '08	100,000	100,000
Minn. Valley Ry. 1st mtge.....	Oct. 1, '78	Oct. 1, '08	150,000	150,000
O. C., F. & St. P. Ry. 1st mtge.....	Mar. 1, '84	Mar. 1, '09	1,600,000	1,600,000
C. R. & M. R. R. R. mtge of 1884....	June 1, '84	June 1, '09	769,000	769,000
North. Illinois Ry. 1st mtge.....	April 1, '85	Mar. 1, '10	1,600,000	1,500,000
Madison Exten. 1st mtge skg. fund....	April 1, '71	April 1, '11	3,150,000	3,150,000
Menominee Exten. 1st mtge skg. fund	June 1, '71	June 1, '11	2,700,000	2,700,000
C. & N. W. Ry. con. skg. fund cur.	June 16, '65	Feb. 1, '15	12,960 000	12,774,000
C. R. & M. R. R. R. 3d div. 1st mtge.	May 1, '66	May 1, '16	2,500,000	2,332,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
		Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During the Year.
\$ 2,000	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	7	Feb. 1-Aug. 1	\$ 22,441 42	\$ 40,396 42
50,000		6	April 1-Oct. 1	3,370 83	4,495 83
402,500		7	Jan. 1-July 1	28,175 00	28,507 50
1,700,000		7	Jan. 1-July 1	119,000 00	118,510 00
126,000		7	Mar. 1-Sept. 1	8,820 00	8,820 00
1,350,000		8	April 1-Oct. 1	108,000 00	107,080 00
720,000	\$ 1,404,070 95	6	Jan. 1-July 1	43,200 00	43,170 00
1,411,000		4½	April 1-Oct. 1	53,237 25	42,189 75
12,336,000		7	June 1-Dec. 1	863,520 00	858,252 50
1,600,000		6	Mar. 1-Sept. 1	96,000 00	96,180 00
1,528,000		6	May 1-Nov. 1	91,680 00	91,650 00
750,000		6	May 1-Nov. 1	45,000 00	45,000 00
400,000	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	7	Jan. 1-July 1	28,000 00	27,650 00
160,000		7	Jan. 1-July 1	11,200 00	11,200 00
600,000		7	Feb. 1-Aug. 1	42,000 00	41,965 00
1,065,000		6	Mar. 1-Sept. 1	63,900 00	63,900 00
1,592,000		7	May 1-Nov. 1	111,440 00	111,335 00
2,000,000		6	May 1-Nov. 1	120,000 00	120,000 00
200,000	These bonds were assumed by the W. & St. Paul R. Co. when it acquired the roads named.	7	Mar. 1-Sept. 1	14,000 00	14,000 00
100,000		7	Mar. 1-Sept. 1	7,000 00	7,000 00
150,000		7	April 1-Oct. 1	10,500 00	10,500 00
1,600,000	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	5	Mar. 1-Sept. 1	80,000 00	80,075 00
769,000		7	June 1-Dec. 1	53,830 00	53,200 00
1,500,000		5	Mar. 1-Sept. 1	75,000 00	75,000 00
3,150,000	\$ 2,788,429 92	7	April 1-Oct. 1	220,500 00	220,045 00
2,697,000	Partly for Cash and partly for Const'n.	7	June 1-Dec. 1	188,790 00	186,077 50
12,774,000	Partly for Cash and partly for oth'r b'nds	7	Feb. 1-May 1. Aug. 1-Nov. 1	894,118 76	881,938 76
2,332,000	Assumed by C. & N. W. Ry. Co. when it acquired roads.	7	May 1-Nov. 1.	163,240 00	164,255 00

FUNDED DEBT.—*Continued.*

Class of Cond. or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Mortgage bonds—Continued—				
W. & St.P. Ext. West. Div. 1st mtg.	Dec. 1, '71	Dec. 1, '16	\$ 4,375,000	\$ 4,375,000
No. Western Union Ry. 1st mtg.	June 1, '72	June 1, '17	3,500,000	3,500,000
M. L. S. & W. Ry. Con. 1st mtg.	May 2, '81	May 1, '21	5,000,000	5,000,000
M. L. S. & W. Ry., Marsh. ext. 1st mtg.	Oct. 1, '92	Oct. 1, '22	600,000	600,000
M. L. S. & W. Ry. 1st mtg., Mich. div.	June 20, '84	July 1, '24	3,000,000	1,281,000
M. L. S. & W. Ry. 1st mtg. Ash. div.	Mar. 2, '85	Mar. 1, '25	1,000,000	1,000,000
M. L. S. & W. Ry. ext. im. skg fd mtg.	Feb. 1, '89	Feb. 1, '29	5,000,000	4,564,000
				\$ 76,850,000
Miscellaneous obligations—				
M. L. S. & W. Ry. equip. bd of 1885	Jan. 2, '85	Jan. 1, '95	500,000	500,000
C. & N. W. Ry. skg fd of '79, 6 p. ct	Oct. 1, '79	Oct. 1, '29	15,000,000	6,440,000
C. & N. W. Ry. skg fd of '79, 5 p. ct	Oct. 1, '79	Oct. 1, '29		8,560,000
C. N. W. Ry. ext. of 1886	April 15, '86	Aug. 15, '26	20,000,000	18,632,000
C. N. W. Ry. ext. of 1886	April 15, '86	Aug. 15, '26		
				\$ 34,132,000
Income bond—				
M. L. S. & W. Ry. income bonds	May 2, '81	May 1, '11	500,000	500,000
				\$ 500,000
Debenture bonds—				
M. L. S. & W. 20-year debentures	Feb. 1, '87	Feb. 1, '07	2,000,000	2,000,000
C. & N. W. Ry. 25-year debts of 1909	July 1, '84	Nov. 1, '06	6,000,000	4,200,000
C. & N. W. Ry. 30-year debentures ..	Feb. 28, '91	April 15, '21	10,000,000	10,000,000
C. & N. W. Ry. fd debts. of 1933	May 1, '83	May 1, '33	10,000,000	10,000,000
				\$ 26,200,000
Total mortgage bonds				76,850,000
Total miscellaneous obligations				34,132,000
Total Income bonds				500,000
Total Debenture bonds				26,200,000
Grand total				\$ 137,682,000

FUNDED DEBT—*Continued.*

Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
		Rate.	When Payable.	Amount Accrued during Year.	Amount Paid During the Year.
\$ 4,241,000	\$ 3,937,500 00	7	June 1-Dec. 1	\$ 296,870 00	\$ 296,079 00
3,500,000	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	7	Mar. 1-Sept. 1	245,000 00	244,912 50
5,000,000		6	May 1-Nov. 1	250,000 00	294,780 00
400,000		5	April 1-Oct. 1	16,666 66	20,000 00
1,281,000		6	Jan. 1-July 1	64,050 00	40,590 00
1,000,000		6	Mar. 1-Sept. 1	50 000 00	59,670 00
4,168,000		5	Feb. 1-Aug. 1	172,749 99	115,400 00
\$ 72,654,500				\$ 4,661,299 91	\$ 4,623,824 76
107,000	Assumed by C. & N. W. Ry. Co. when it acquired road.	6	Jan. 1-July 1	7,000 00	6,120 00
* 6,305,000		6	April 1 Oct. 1	378,300 00	377,760 00
* 7,478,000	\$ 6,364,346 67	5	April 1, Oct. 1	374,994 45	377,819 45
* 5,397,000	17,605,850 31	4	Feb. 15-Aug. 15	215,880 00	743,840 00
+ 13,235,000		4	Feb. 15-Aug. 15	529,400 00	
\$ 32,522,000				\$ 1,505,574 45	\$ 1,505,539 45
500,000	Assumed by C. & N. W. Ry. Co. when it acquired road.	6	May 1-Nov. 1	25,000 00	28,920 00
\$ 500,000				\$ 25,000 00	\$ 28,920 00
436,000	Assumed by C. & N. W. Ry. Co. when it acquired road.	5	Feb. 1-Aug. 1	18,855 54	12,597 22
4,200,000		5	May 1-Nov. 1	201,666 67	198,675 00
10,000,000	\$ 3,997,550 83	5	April 15-Oct. 15	500,000 00	499,850 00
9,800,000	10,063,462 50	5	May 1-Nov. 1	480,000 00	488,450 00
\$ 24,436,000				\$ 1,210,522 21	\$ 1,199,572 22
72,654,500				4,661,299 91	4,623,824 76
32,522,000				1,505,574 45	1,505,539 45
500,000				25,000 00	28,920 00
24,436,000				1,210,522 21	1,199,572 22
\$ 130,112,500				\$ 7,402,396 57	\$ 7,357,856 43
Less interest collected on bonds deposited with the trustee in place of bonds issued by C. & N. W. Ry. Co., (the interest on which latter is included in the above.)				529,400 00	529,400 00
*These bonds were issued in place of first mortgage bonds of roads, the accounts of which are included in this report.					
†These bonds were issued in place of first mortgage bonds of roads, the accounts of which are not included in this report.				\$ 6,872,996 57	\$ 6,828,456 43

RECAPITULATION.

A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

[Including proprietary companies whose operations are embraced in this report.]

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To other Properties.	Miles.	Amount.
Capital stock—Page 17.....	\$ 66,528,820 53	\$ 66,278,820 53	\$ 250,000 00	4,970.76	\$ 13,333 74
Bonds—Page 19 [" Grand Total "].....	130,112,500 00	130,112,500 00	.....	4,970.76	26,175 57
Equipment trust obligations—Page 21.....	None.				
Current liabilities—Page 23.....	4,369,722 91	4,367,987 74	31,735 17	4,970.76	878 74
Total.....	\$ 201,041,043 44	\$ 200,756,308 27	\$ 281,735 17	4,970.76	\$ 40,388 05

(B.—For mileage operated by road making this report [trackage rights excluded], the operations of which are included in the income account—Page 31.)

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of line.	
					Miles.	Amount.
Chicago & North Western Railway company and } Proprietary companies whose operation are in- } cluded in income account.—Page 31.....	\$ 66,278,820 53	\$ 130,112,500 00	\$ 4,367,987 74	\$ 200,756,308 27	4,970.76	\$ 40,388 05
St. Paul Eastern Grand Trunk railway.....	1,100,000 00	1,120,000 00	283,594 55	2,603,594 55	60.02	43,378 78
Grand total.....	\$ 67,378,820 53	\$ 131,232,500 00	\$ 4,751,582 29	\$ 203,362,902 82	5,030.78	\$ 40,423 73

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1894.	Cost per Mile.
	Not Included in Operating Expenses Charged to Construction or Equipment.	Total Cost to June 30, 1893.		
Construction--				
Right of way.....	\$ 99,173 50	.		
Other real estate.....	None.			
Fences.....	5,140 14			
Grading and bridge and culvert masonry.....	123,277 14			
Bridges and trestles.....	58,318 93			
Rails.....	67,676 72			
Ties.....	32,680 97			
Other superstructure.....	17,943 61			
Buildings, Furniture and fixtures.....	225,154 95			
Shop machinery and tools.....	1,200 00			
Engineering expenses.....	1,298 01			
Interest during construction.....	None			
Discount on securities sold for construction.....	4,821 24			
Telegraph line.....	447 00			
Wharfing, etc.....	None.			
Sidings and yard extensions.....	198,570 86			
Terminal facilities and elevators.....	None.			

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—Continued.

Item.	* Expenditures During Year.		Total Cost to June 30, 1894.	Cost per Mile.
	Not Included in Operating Expenses Charged to Construction or Equipment.	Total Cost to June 30, 1893.		
Construction—Continued—				
Road built by contract.....	None.			
Purchase of constructed road.....	\$ 12,758,678 55			
Other items.....	122,424 09			
Total construction.....	\$ 13,714,813 71	\$ 136,202,674 86	\$ 148,917,488 57	\$ 29,958 70
Equipment—				
Locomotives.....	None			
Passenger cars.....	16,756 32			
Sleeping, parlor and dining cars.....	None			
Baggage, express and postal cars.....	900 45			
Combination cars.....	1,066 49			
Freight cars.....	312,706 30			
Other cars of all classes.....	5,570 89			
Floating equipment.....	None			
Total equipment.....	\$ 325,858 67	\$ 32,600,156 56	\$ 32,926,015 23	\$ 6,623 94
Grand total cost of construction, equipment, etc.....	\$ 14,040,672 38	\$ 167,802,831 42	\$ 181,843,506 80	\$ 36,582 64
Grand total cost of construction, equipment, etc.—State of North Dakota—Proportional.....	\$ 40,336 05	\$ 560,773 51	\$ 522,400 05	\$ 36,582 64

* On the old and more completed parts of the road petty expenditures for construction amounting to less than \$250 each are charged to operating expenses. No record kept of these amounts.

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INCOME ACCOUNT.

[For roads making operating reports.]

Gross earnings from operation—Page 35.....	\$ 31,680,910 33	
Less operating expenses—Page 45.....	19,927,064 41	
Income from operation.....		\$ 11,753,845 92
Dividends on stocks owned—Page 37.....	\$ 378,227 50	
Interest on bonds owned—Page 39.....	11,180 00	
Miscellaneous income--less expenses--Page 41.....	38,860 94	
Income from other sources.....		428,268 44
Total income.....		\$ 12,182,114 36
Deductions from income—		
Interest on funded debt accrued—Page 23.....	\$ 6,872,996 57	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	None.....	
Rents paid for lease of road—Page 47, A.....	10,221 32	
Taxes.....	1,020,963 85	
Permanent improvements--Page 29.....	None.....	
Other deductions.....	365,328 68	
Total deductions from income.....		8,269,510 42
Net income.....		\$ 3,912,603 94
Dividends, 6 per cent., common stock—Page 17.....	\$ 2,343,144 00	
Dividends, 7 per cent., preferred stock—Page 17.....	1,563,450 00	
Other payments from net income.....	None.....	
Total.....		3,906,594 00
Surplus from operations of year ending June 30, 1894....		\$ 6,009 94
Deficit from operations of year ending June 30, 1894.....	None.....	None.....
Surplus on June 30, 1893, (from "General Balance Sheet," 1893 report).....		7,820,941 32
Deficit on June 30, 1893, (from "General Balance Sheet," 1893 report).....		

INCOME ACCOUNT.—*Continued.*

[For roads making operating reports.]

Additions for year.....		None.....
Deductions for year.....		None.....
Surplus on June 30, 1894, [For entry on "general balance sheet," page 51].....		\$ 7,826,951 26
Deficit on June 30, 1894, [For entry on "general balance sheet," page 49].....		

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EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Re- payment, etc.	Actual Earnings.
Passenger—			
Passenger Revenue.....	\$ 1,549 55		
Tickets Redeemed.....		\$ 1 00	
Excess fares refunded.....		26 99	
Total deductions.....		\$ 27 99	
Total passenger revenue.....			\$ 1,521 56
Mail.....			1,489 56
Express.....			492 18
Extra baggage and storage.....			60 80
Other items (train and station priv.)			2 41
Total passenger earnings.....			\$ 3,566 51
Freight—			
Freight revenue.....	\$ 1,401 71		
Overcharge to shippers.....		\$ 48 94	
Other repayments.....			
Total deductions.....		\$ 48 94	
Total freight revenue.....			\$ 1,450 65
Other items (storage and demurrage)			6 00
Total freight earnings.....			\$ 1,456 65
Total passenger and freight earnings.....			\$ 5,023 16
Other earnings from operation—			
Rents not otherwise provided for			30 00
Total other earnings.....			\$ 30 00
Total gross earnings from operation—In North Dakota.....			\$ 5,053 16
Total gross earnings from operation—Entire line			31,680,910 33

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STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Per Value.	Rate.	Income or Dividend Received.
Stock of other companies—			
Common stock Chi., St. P. M. & O. Ry. Co.....	\$ 9,320,000 00	.....	.....
Preferred stock Chi., St. P. M. & O. Ry. Co.....	5,380,000 00	7	\$ 376,600 00
Preferred stock Sioux City & Pac. R. R. Co.....	36,700 00	7	1,627 50
Stock of Chicago Union Transfer Ry. Co.....	80,000 00	.....	.....
Common stock Chicago, Iowa & Dakota Ry. Co.....	20,000 00	.....	.....
Preferred stock Chicago, Iowa & Dakota Ry. Co.....	10,000 00	.....	.....
Common stock Sioux City & Pac. R. R. Co.....	1,895,100 00	.....	.....
Stock of Fremont, Elkhorn & Mo. Valley R. R. Co.....	30,370,000 00	.....	.....
Stock of St. Paul, East Grand Trunk Ry. Co	1,098,000 00	.....	.....
Stock of Winona & South Western Ry. Co.....	6,000 00	.....	.....
Stock of C. & N. W. Ry. Co. and proprietary companies whose accounts and operations are embraced in this report, viz.:			
Common stock and scrip C. & N. W. Ry. Co	2,332,958 08	.....	.....
Preferred stock and scrip C. & N. W. Ry. Co	3,284 56	.....	.....
Stock of Dakota Central Ry. Co.....	250,000 00	.....	.....
Stock of Princeton & Western Ry. Co	2,500 00	.....	.....
Stock of Winona & St. Peter R. R. Co	2,300,000 00	.....	.....
Stock of Western Town Lot Co.....	25,000 00	.....	.....
Stock of Pioneer Town Site Co	25,000 00	.....	.....
Stock of Consolidation Coal Co.....	200,000 00	.....	.....
Total	\$ 53,351,542 64	.....	\$ 378,227 50

B. OTHER STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
Sioux City Bridge Co.....	\$ 435,400 00	.....	.....
Mo. Valley & Blair Ry. & Bridge Co.....	1,930,000 00	.....	.....
Total	\$ 2,365,400 00	.....	.....
Grand total—A and B.....	\$ 55,719,942 64	.....	\$ 378,227 50

(Page 39.)

BONDS OWNED.**A. RAILWAY BONDS.**

Name.	Total Par Value.
Bonds of other companies.....	
Escanaba, Iron Mt. and West R. R. Co., 1st mortgage.....	\$ 1,350,000 00
Chicago, Iowa & Dakota Railway Co., 1st mortgage.....	22,000 00
St. Paul East Grand Trunk Railway Co., 1st mortgage.....	152,000 00
Winona & So Western Railway Co., 1st mortgage.....	50,000 00
Bonds of C. & N. W. R'y Co.....	
25 year debentures.....	10,000 00
5 per cent. sinking fund bonds of 1879.....	4,000 00
M. L. S. & W. R'y Hurley & Ont. branch bonds.....	3,000 00
M. L. S. & W. R'y, Marshfield Ext., 1st mortgage bonds.....	200,000 00
M. L. S. & W. R'y Ext. & Imp. Skg. fund bonds.....	370,000 00
M. L. S. & W. R'y general mortgage bonds.....	8,000,000 00
Total.....	10,161,000 00

B. OTHER BONDS.

Name.	Total Par Value.	Rate Per Cent.	Income on Interest Received.
Sioux City Bridge Co., 1st mortgage.....	\$ 25,000 00	5	\$ 8,380 30
World's Columbian Exposition debentures.....		6	2,789 70
Total.....	\$ 25,000 00		\$ 11,180 00
Grand total—A and B.....	\$10,186,000 00		\$ 11,180 00

(Page 41.)

RENTALS RECEIVED.**RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.**

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks.....	Onalaska to Marsh-land.....	G., B. & St. P. Ry. Co.	\$ 5,952 20	
Tracks.....	In City of Zumbrota, Minn.....	Duluth, Red Wing & Southern Ry. Co.....	830 52	
Tracks.....	In City of Gettysburg, S. D.....	Forest City & Sioux City Ry. Co.....	1,044 36	
Tracks.....	Sidings in City of Council Bluffs, Ia.....	C., B. & Q. R. R. Co.,	189 40	
Tracks.....	Sidings in City of Council Bluffs, Ia.....	C., R. I. & P. Ry. Co.	189 40	
Tracks.....	Sidings in City of Cedar Rapids, Ia.....	C., M. & St. P. Ry. Co.	69 48	
Tracks.....	Sidings in City of Milwaukee, Wis.....	C. M. & St. P. R. Co.	450 00	
Tracks.....	Sidings in City of Winona, Minn.....	C. M. & St. P. Ry. Co.	12 36	
Tracks.....	Sidings at Ashland Mine, Mich.....	Wis. Cen. Line.....	133 65	
Total.....				\$ 8,871 37
Bridges.....	Bridge across Missis-sippi river at Clin-ton, Ia.	C., B. & Q. R. R.....	\$20,000 00	
				\$20,000 00
Grand total received.....				\$28,871 37

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Interest on notes, call loans, discount on accounts payable, etc.....	\$ 39,772 35	\$ 911 41	\$ 38,860 94
Total carried to income account—Page 31.....			38,860 94
Receipts and expenditures of the properties as listed on page 11, viz:—			
Minnesota land grant.....	218,201 34	13,739 71	204,461 63
Michigan land grant.....	36,785 36	31,748 03	5,037 33
Wisconsin land grant.....	16,366 99	19,270 07	-2,903 08
Western Town Lot Company.....	49,609 93	18,280 43	31,329 50
Pioneer Townsite Company.....	34,876 55	16,781 82	18,094 73
Consolidation Coal Company.....	442,039 77	401,698 92	40,340 85
Miscellaneous (Ashland div) lands.....	1,963 41	6,841 69	-4,878 28
Total, carried to general balance sheet—Page 51.....			\$ 201,482 68

(Page 43)

OPERATING EXPENSES.

Item.	Amount.	Total.
Maintenance of way and structures—		
Repairs of roadway.....	\$ 2,079,937 59	
Renewals of rails.....	367,032 56	
Renewals of ties.....	707,161 48	
Repairs of bridges and culverts.....	373,699 48	
Repairs of fences, road-crossings, signs and cattle guards	188,929 04	
Repairs of buildings.....	358,230 29	
Repairs of docks and wharves.....	10,790 24	
Repairs of telegraph.....	29,662 29	
Other expenses.....		
Total.....		\$ 4,115,442 97
Maintenance of equipment—		
Repairs and renewals of locomotives.....	1,126,904 22	
Repairs and renewals of passenger cars.....	334,893 07	
Repairs and renewals of freight cars.....	1,067,022 17	
Repairs and renewals of ferryboats, tugs, floats and barges	780 37	
Shop machinery, tools, etc.....	95,591 16	
Other expenses.....		
Total.....		\$ 2,625,190 99
Conducting transportation—		
Wages of enginemen, firemen and roundhouse men.....	2,316,350 26	
Fuel for locomotives.....	2,651,865 39	
Water supply for locomotives.....	152,478 07	
All other supplies for locomotives.....	98,921 39	
Wages of other trainmen.....	1,893,582 95	
All other train supplies.....	220,734 56	
Wages of switchmen, flagmen, and watchmen.....	839,478 14	
Expense of telegraph, inc. train dispatchers and operators	387,365 40	
Wages of station agents, clerks, and laborers.....	1,997,110,60	
Station supplies.....	118,058 57	
Switching charges—balance.....	91,834 16	
Car mileage—balance.....	373,605 92	
Loss and damage.....	249,008 77	

OPERATING EXPENSES.—*Continued.*

Item.	Amount.	Total.
Conducting transportation—Continued—		
Injuries to persons.....	\$ 277,729 77	
Barges, floats, tugs, ferryboats, expenses of, including wages fuel and supplies.....	3,175 30	
Total.....		\$ 11,671,299 25
General expenses—		
Salaries of officers.....	\$ 170,392 08	
Salaries of clerks.....	323,637 71	
General office expenses and supplies.....	97,401 20	
Agencies, including salaries and rent.....	223,759 92	
Advertising.....	89,191 15	
Commissions.....	173,654 10	
Insurance.....	2,474 13	
Expense of fast freight lines.....		
Expense of traffic associations.....	52,637 07	
Expense of stock yards and elevators.....	302 02	
Rents for tracks, yards and terminals—Page 47 B.....	48,296 70	
Rents not otherwise provided for.....	28,064 57	
Legal expenses.....	137,349 26	
Stationery and printing.....	167,971 29	
Other general expenses.....		
Total.....		\$ 1,515,131 20
Recapitulation of expenses—		
Maintenance of way and structures.....	\$ 4,115,442 97	
Maintenance of equipment.....	2,625,190 99	
Conducting transportation.....	11,671,299 25	
General expenses.....	1,515,131 20	
Grand Total.....		\$ 19,927,064 41
Percentage of operating expenses to earnings.....	62 90	
Operating expenses—North Dakota—Proportional—		
Maintenance of way and structures.....	\$ 11,982 60	
Maintenance of equipment.....	7,643 55	

 OPERATING EXPENSES.—*Continued.*

Item.	Amount.	Total.
Operating Expenses—N. D.—Proportional--Continued.		
Conducting transportation.....	\$ 33,982 37	
General expenses.....	4,411 48	
Total.....		\$ 58,019 20

(Page 47.)

RENTALS RECEIVED.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
St. Paul Eastern Grand Trunk Ry	\$ 10,221 32	\$ 10,221 32
Total rents—A.....		\$ 10,221 32

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.
Tracks	Paid F. E. & M. V. R. ac't track	Blair to Omaha.....	\$ 6,157 96
Tracks	Sidings at Lindivern, Wis.....	C. M. & St. P. Ry. Co.	1,000 00
Tracks	Sidings & Spurs at Oshkosh, Wis	Oshkosh Transfer Co.	6,591 00
Tracks	Sidings at Ashland Mine, Mich.	N. Pacific & Wis. C. lines	38 50
Tracks	Connecting track near Given, Ia	C. R. I. & Pac. R. R. Co	1,442 63
Total.....			\$ 15,230 09
Bridges.	Bridge over Mississippi river at Clinton, Ia.....	Albany R. R. Bridge Co	12,000 00
Total.....			\$ 12,000 00
Terminals.....	N. P. Transfer Station at Co. Bluffs, Ia	Union Pacific Ry Co. ..	4,400 01
Terminals.....	Dock Warehouse at Milwaukee, Wis.....	Frederick Abbott.....	16,666 60
Total.....			\$ 21,066 61
Grand total rents—B			\$ 48,296 70

COMPARATIVE GENERAL BALANCE SHEET.

(Page 45.)

June 30, 1893.		Assets.		June 30, 1894.		Year Ending June 30, 1894.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
	\$ 135,302,674 86	Cost of road—Page 29		\$ 148,976,488 57		\$ 13,714,813 71	
	32,600,159 56	Cost of equipment—Page 29		32,926,018 23		325,858 67	
	22,386,228 32	Stocks owned—Page 37		14,684,026 64			
	1,591,352 90	Bonds owned—Page 38		10,071,292 54		8,479,959 64	
	420,925 00	Other permanent investments		487,981 86		37,058 88	
	688,510 12	Cost of property Consolidation Coal Co., Western Town Lot Co. and Pioneer Town Site Co.		680,752 42		42,242 30	
	13,235,000 00	Bonds of F. E. & M. V. R. R. and Wyo. Cent. Ry. deposited with trustees as security for like amount of bonds issued by C. & N. W. Ry. Co.		13,235,000 00			\$ 7,712,201 88
	2,941,017 93	Cash and other assets—Page 23.		4,213,384 10		1,272,366 17	
		Other assets—					
	2,030,162 84	Materials and supplies.		2,066,171 71		17,008 77	
	6,498,536 20	Sinking fund, trustees of.		6,829,461 20		380,925 00	
		Sundries.		238,444 55		238,444 55	
	\$ 217,863,547 83	Grand total.		\$ 234,310,021 84		\$ 16,746,474 01	

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1893.		June 30, 1894.		Year ending June 30, 1894.			
Item.	Total.	Liabilities.		Item.	Total.	Increase.	Decrease.
\$ 66,528,820 53		Capital stock—Page 17		\$ 66,528,820 53			
117,100,500 00		Funded debt—Page 23		130,112,500 00		\$ 13,012,000 00	
2,781,669 83		Current liabilities—Page 23		4,399,722 91		1,618,053 08	
		Purchase account (bonds on hand from purchase of M. L. S. W. Ry.)		8,550,000 00		8,550,000 00	
1,419,830 22		Accrued interest on funded debt not yet payable		1,585,704 34		165,874 12	
238,473 71		F. E. & M. V. R. R. Co.		177,835 25			\$ 60,638 46
975,047 11		M. V. & B. Ry. & B. Co.		1,258,120 28		283,073 17	
5,657,896 20		Sinking fund installments paid		5,878,046 20		220,150 00	
840,640 00		Accretions to sinking funds		951,415 00		110,775 00	
10,009,822 61		Securities for capital stock issued		9,334,267 09			7,075,555 52
640,000 00		Securities retired and cancelled from income		890,000 00		250,000 00	
		Profit and loss—					
7,820,941 32		Surplus—Railroad income		7,826,951 26		6,009 94	
138,766 21		Surplus—Consolidated Coal Co.		179,107 06		40,340 85	
3,411,140 09		Surplus—From land grant lands and town lots, less deferred payments on same		3,657,331 92		226,391 83	
\$ 217,563,547 83		Grand total		\$ 234,310,021 84		\$ 16,746,474 01	

IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

1. No extensions have been made during the year to the line of road as reported by this company June 30, 1893, the increased mileage now reported being by the acquisition of the Milwaukee, Lake Shore & Western railway.
2. No line has been abandonad or materially changed.
3. No important physical changes have been made, other than enlarged and improved facilities being added at various points.
4. By the purchase of the Milwaukee, Lake Shore and Western railway this company acquired and assumed a permanent lease of the St. Paul Eastern Grand Trunk railway, having about sixty miles of road in the state of Wisconsin.
5. No reorganization has been effected, and no consolidation other than the acquisition by purchase of the Milwaukee, Lake Shore & Western railway as noted on page 3.
6. No new stock has been issued during the year.
7. There have been \$804,000 00 of bonds issued, and \$832,000 00 of bonds retired during the year.
8. The principal financial changes during the year is the assumption by this company of the bonded and other indebtedness of the Milwaukee, Lake Shore & Western Railway company, and the cancellation of the stock of that company, heretofore held by this company.

CONTRACTS, AGREEMENTS, ETC.

AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

EXPRESS COMPANIES.

By an agreement with American Express company of date April 16, 1894, to be in force until the first day of April, 1899, the C. & N. W. Railway company agrees to transport the freight of the express company over all lines operated by the railway company, aggregating 5,066 miles, for an annual payment of \$550,659 96 (with provision for an extra payment for facilities on special train) for an estimated limited tonnage, and an agreed schedule of rates for exceptional excess of tonnage.

MAILS.

The company transports mails over any route on its lines when ordered by the United States post office department.

The company receives such compensation for its service as is from time to time fixed.

Sleeping, parlor and dining cars are not run in North Dakota.

FREIGHT OR TRANSPORTATION COMPANIES.

The cars of all transportation companies are allowed to run over this company's lines paying regular rates and receiving mileage, and their freight having no preference over other freight of like class.

OTHER RAILROAD COMPANIES.

None for North Dakota.

STEAMBOAT OR STEAMSHIP COMPANIES.

This company has no contract with steamboat or steamship companies.

TELEGRAPH COMPANIES.

By contract with Western Union Telegraph company all lines of road operated by this company are afforded telegraph facilities.

This company having certain wires or rights to their use for the business of the railway company. Commercial business being done by the telegraph company.

SECURITY FOR FUNDED DEBT.

(Page 57.)

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
C. R. & M. R. R. 2nd div. 1st mortgage.	Past due.	Released.				
M. L. S. & W. Ry. H. & O. R. B., 1st mortg.	Watersmeet, Mich.	Ontonagon River.				
M. L. S. & W. Ry. H. & O. R. B., 1st mortg.	Hurley & Pence.	Branches.	28.67	\$ 1,743 98		
Maple River R. R., 1st mortgage.	Maple River Junction.	Mapleton, Iowa.	60.15	6,691 60		
Chicago & Milw. Ry., 1st mortgage.	Chicago.	Milwaukee.	85.00	20,000 00		
Peninsula railway, 1st mortgage.	Escanaba, Mich.	Negaunee, Mich.	108.85	1,157 56		
Iowa Midland railway, 1st mortgage.	Lyons, Iowa.	Anamosa, Iowa.	70.97	19,047 48		
Escanaba & Lake Superior railway, 1st mortg.	Narenta, Mich.	Metropolitan, Mich.	43.30	16,628 17		
C. & N. W. railway, 1st mort., Iowa div.	Wall Lake, Io.	Kingsley, Iowa.	70.87	19,900 60		
C. & N. W. Ry. general consolidated gold.	Chicago incl. branches to mines.	Ishpeming, Mich.				
C. & N. W. Ry. general consolidated gold.	Chicago.	Missouri river opp. Omaha.				
C. & N. W. Ry. general consolidated gold.	Chicago.	Freeport, Ill.				
C. & N. W. Ry. general consolidated gold.	Chicago.	Fond du Lac, Wis.				
C. & N. W. Ry. general consolidated gold.	Belvidere.	Winona, Minn.				
C. & N. W. Ry. general consolidated gold.	Elgin, Ill.	Geneva Lake, Wis.				
C. & N. W. Ry. general consolidated gold.	Kenosha, Wis.	Rockford, Ill.	1,669.92	7,381 19		
C. & N. W. Ry. general consolidated gold.	Clinton, Iowa.	Anamosa, Iowa.				
C. & N. W. Ry. general consolidated gold.	Stanwood, Iowa.	Tipton, Iowa.				

SECURITY FOR FUNDED DEBT.—Continued.

Class of Bond or Obligation.	What Road Mortgaged.		Amount of Mortgage per mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.		
C. & N. W. Ry. general consolidated gold.....	Geneva, Illinois.....	Batavia, Illinois.....			
C. & N. W. Ry. general consolidated gold.....	Geneva, Illinois.....	St. Charles, Illinois.....			
C. & N. W. Ry. general consolidated gold.....	Chicago South Branch track.....				
C. & N. W. Ry. general consolidated gold.....	Montrose cut-off track.....				
Milwaukee & Madison railway, 1st mortgage.....	Milwaukee, Wisconsin.....	Madison, Wisconsin.....	82.00		19,512 20
Chicago & Tonah railroad, 1st mortgage.....	Galena, Illinois.....	Woodman, Wis.....			
Chicago, Milwaukee & N. W. Ry., 1st mort.....	Montfort, Wisconsin.....	Madison, Wis.....			
Chicago, Milwaukee & N. W. Ry., 1st mort.....	Ipswich, Wisconsin.....	Platteville, Wis.....	151.76		15,010 54
Chicago, Milwaukee & N. W. Ry., 1st mort.....	Lancaster Junction.....	Lancaster, Wis.....			
Menominee River Railroad, 1st mortgage.....	Powers, Michigan.....	Quinnesec, Michigan.....	24.71		16,187 77
Menominee River Railroad ext., 1st mort.....	Quinnesec.....	Wisconsin Short Line.....	6.37		25,117 74
Des Moines & Minnesota railroad, 1st mort.....	Des Moines, Iowa.....	Jewell Junction, Iowa.....	57.34		10,463 90
Dakota Central Ry., 1st mort, (W. & St. P. Con)	Watertown, S. D.....	Redfield, S. D.....	71.00		15,000 00
W. & St. P. railroad, 2d (Nov. 1st) mortgage.....	Winona, Minn.....	St. Peter, Minn.....	138.00		11,453 23
Dakota Central Ry., 1st mort (S. E. Div.).....	Iroquois, S. D.....	Hawarden, Iowa.....	125.49		15,837 46
Rochester & Northern Minn. Ry., 1st mort.....	Rochester, Minn.....	Zumbrota, Minn.....	24.48		8,169 93
Plainview railroad, 1st mortgage.....	Eyota, Minn.....	Plainview, Minn.....	15.01		6,662 22

SECURITY FOR FUNDED DEBT.—Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
Minnesota Valley Ry. 1st mortgage.....	Sleepy Eye, Minn.....	Redwood Falls, Minn.....	24.40	\$ 6,147 54		
Ott. C. F. & St. P. Ry. 1st mortgage.....	Belle Plain, Ia.....	Muchaknock.....	64.00	25,000 00		
C. R. & N. N. R. R. mort. of 1884.....	Cedar Rapids, Ia.....	Des Moines River.....	122.00	6,303 28		
Northern Illinois Ry. 1st mortgage.....	Belvidere, Ill.....	Spring Valley, Ill.....	75.78	19,926 10		
Madison Extension, 1st mort. sinking fund	Madison, Wis.....	Winona Junction, Wis.....	129.10	24,399 69		
Menominee extension, 1st mort. sink'g fund.....	Ft. Howard, Wis.....	Escanaba, Mich.....	114.10	25,637 16		
C. & N. W. Ry. con. s'k'g fund currency.....	Chicago, Ill.....	Ft. Howard, Wis.....				
C. & N. W. Ry. con. s'k'g fund currency.....	Escanaba, Mich.....	Negaunee, Mich., and iron mines.....				
C. & N. W. Ry. con. s'k'g fund currency.....	Chicago, Ill.....	Clinton, Ia.....	788.22	16,206 14		
C. & N. W. Ry. con. s'k'g fund currency.....	Chicago, Ill.....	Freeport, Ill.....				
C. & N. W. Ry. con. s'k'g fund currency.....	Belvidere, Ill.....	Madison, Wis.....				
C. & N. W. Ry. con. s'k'g fund currency.....	Elgin, Ill.....	Richmond, Ill.....				
C. & N. W. Ry. con. s'k'g fund currency.....	Rockford, Ill.....	Kenosha, Wis.....				
C. R. & M. R. R. R. 3d div, 1st mortgage.....	Des Moines river.....	Missouri river, opp. Omaha.....	149.60	15,588 23		
W. & St. P. R. R. extension gold.....	St. Peter, Minn.....	Watertown, S. D.....	183.98	23,051 42		
Northwestern Union Ry. 1st mortgage.....	Milwaukee, Wis.....	Fond du Lac, Wis.....	62.63	55,883 76		

SECURITY FOR FUNDED DEBT.—Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
M. L. S. & W. Ry. con., 1st mortgage.....	Lake Shore Junction, Wis.	Michigan state line				
M. L. S. & W. Ry. con., 1st mortgage.....	Monico Junction, Wis.	North towards Hurley				
M. L. S. & W. Ry. con., 1st mortgage.....	Hortonville, Wis.	Oshkosh, Wis.	412.86	\$ 12,110 64		
M. L. S. & W. Ry. con. 1st mortgage.....	Eland Junction, Wis.	Wausau, Wis.				
M. L. S. & W. Ry. con., 1st mortgage.....	Two Rivers Junction, Wis.	Two Rivers, Wis.				
M. L. S. & W. Ry. con., 1st mortgage.....	Antigo, Wis.	Malcom, Wis.				
M. L. S. & W. Ry., Marshfield ext. 1st.	Wausau, Wis.	Marshfield, Wis.	40.00	10,000 00		
M. L. S. & W. Ry., Mich. div., 1st mort.	State Line.....	Montreal river	81.89	15,642 94		
M. L. S. & W. Ry., Mich. div., 1st mort.	Watersmeet br'ch & br'ch's.	Mines				
M. L. S. & W. Ry., Ashland div., 1st mort.	Montreal river	Ashland, Inc. dock, etc.	39.62	25,239 77		
M. L. S. & W. Ry., ext. improv., S. F. mort.	L. S. Junction, Wis.	Michigan state line				
M. L. S. & W. Ry., ext. improv., S. F. mort.	State line.....	Montreal river				
M. L. S. & W. Ry., ext. improv., S. F. mort.	Montreal river	Ashland, Wis.				
M. L. S. & W. Ry., ext. improv., S. F. mort.	Monico Junction, Wis.	Hurley, Wis.				
M. L. S. & W. Ry., ext. improv., S. F. mort.	Manitowoc, Wis.	Two Rivers, Wis.				
M. L. S. & W. Ry., ext. improv., S. F. mort.	Hortonville, Wis.	Oshkosh				

SECURITY OF FUNDED DEBT.—Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
M. L. S. & W. Ry., equipment of 1885.	Island Junction, Wis.....	Wausau, Wis.....	693.04	\$ 6,014 08		
	Wolf River branch.....	.....				
	Wolf & Wis. River branches..	.....				
	Ontonagon, River Branches...	.....				
	Hurley and Pence Branches...	.....				
	Branches.....	Mines.....				
	Spurs.....	Mills.....			8 coaches 2 bag cr's 8 caboose 300 box c'ts 600 ore cars 21 loc m'vs	
M. L. S. & W. Ry., debentures.....	Secured by ext. & imp. S. F. mtge Issued on pledge of collateral bonds, which are secured by 1st mortgage, maturing same date as this mortgage, on lines as follows:			693.04		629.11

SECURITY FOR FUNDED DEBT.—Continued.

Class of Bonds or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Mapleton, Iowa.....	Onawa, Iowa.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Lake City, Iowa.....	Wall Lake, Iowa.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Columbia, S. D.....	Oakes, N. D.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Redfield, S. D.....	Gettysburg, S. D.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Doland, S. D.....	Groton, S. D.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Janessville, Wis.....	Evansville, Wis.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Kingsley, Iowa.....	Moville, Iowa.....	317.29	\$17,009.67		
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Cedar Rapids, Iowa.....	Cut off.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Iron River, Mich.....	Watersmeet, Mich.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Ishpeming, Mich.....	Michigamme and branch.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Lake Geneva, Wis.....	Williams Bay, Wis.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Montrose, Mich.....	North Evanston, Ill.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Crystal Falls, Mich.....	Armlock Mine, Mich.....				
C. & N. W. Ry. ext. bond of 1886, 4 per cent	And for bonds of other companies deposited with trustee as collateral, viz:					\$10,675,000
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Freemont, Elkhorn & Missouri Valley Railroad company consolidated bonds.					2,560,000
C. & N. W. Ry. ext. bond of 1886, 4 per cent	Wyoming Central Railway company, 1st mort. bonds.					

SECURITY FOR FUNDED DEBT.—Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
	Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on lines as follows:					
C. & N. W. Ry. skg fund of 1879, 6 per cent	Tracy, Minn.	Dakota Short Line				
C. & N. W. Ry. skg fund of 1879, 6 per cent	Eyota, Minn.	Chatfield, Minn.				
C. & N. W. Ry. skg fund of 1879, 6 per cent	Stanwood, Iowa.	Tipton, Iowa				
C. & N. W. Ry. skg fund of 1879, 6 per cent	Michigan state line, near Spread Eagle, to Wisconsin state line, near Stager.					
C. & N. W. Ry. skg fund of 1879, 6 per cent	Shebogan, Wis.	Princeton, Wis.				
C. & N. W. Ry. skg fund of 1879, 6 per cent	Janesville, Wis.	Afton, Wis.				
C. & N. W. Ry. skg fund of 1879, 6 per cent	Carroll, Iowa	Kirkman, Iowa.				
C. & N. W. Ry. skg fund of 1879, 5 per cent	Manning, Iowa.	Audubon, Iowa.				
C. & N. W. Ry. skg fund of 1879, 5 per cent	Wisconsin State Line.	Iron River, Mich.	1,041.50	\$13,888.64		
C. & N. W. Ry. skg fund of 1879, 5 per cent	Stager, Mich.	Crystal Falls.				
C. & N. W. Ry. skg fund of 1879, 5 per cent	Branches to mines					
C. & N. W. Ry. skg fund of 1879, 5 per cent	Trempealeau.	Galesville, Wis.				
C. & N. W. Ry. skg fund of 1879, 5 per cent	Sycamore, Ill.	Cortland, Ill.				
C. & N. W. Ry. skg fund of 1879, 5 per cent	Tama, Iowa.	Elmore, Iowa.				

SECURITY FOR FUNDED DEBT.—Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Security Mortgaged.
	From.	To.	Miles.			
C. & N. Ry. skg. fund of 1879, 5 per cent ...	Eagle Grove, Ia	Hawarden, Ia				
C. & N. Ry. skg. fund of 1879, 5 per cent ...	Minn. Line near Elkton	Pierre, S. D.				
C. & N. Ry. skg. fund of 1879, 5 per cent ...	Huron, S. D.	Ordway, S. D.				
C. & N. Ry. skg. fund of 1879, 5 per cent ...	Brookings, S. D.	Watertown, S. D.				
C. & N. Ry. skg. fund of 1879, 5 per cent ...	Centerville, S. D.	Yankton, S. D.				
C. & N. Ry. skg. fund of 1879, 5 per cent ...	Ordway, S. D.	Columbia, S. D.				
C. & N. W. Ry. 25 year debentures of 1909 ..						
C. & N. W. Ry. skg. fund debentures of 1933 ..						
C. & N. W. Ry. 30 year debentures of 1921 ..						
M. L. S. & W. Ry. income bonds						

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EMPLOYEES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers				
Other officers				
General office clerks				
Other employees—				
Station agents.....	1	313	\$ 390 00	\$ 1 24 *
Other station men	1	313	140 00	45 *
Eginemen			399 43	
Firemen			241 78	
Conductors				
Other trainmen				
Machinists.....				
Carpenters.....				
Other shopmen	2	626	880 00	1 41
Section foremen.....	2	626	1,080 00	1 73
Other trackmen.....	3	939	1,146 86	1 22
Switchmen, flagmen and watchmen.....				
Telegraph operators and dispatchers	2	626	570 00	91 *
Employees—account floating equipment				
All other employees and laborers.....				
Total (including general officers).....	11	3,443	\$ 4,848 07	\$ 1 41
Less general officers				
Total (excluding general officers)	11	3,443	\$ 4,848 07	\$ 1 41
Distribution of above—				
General administration.....				
Maintenance of way and structures.....	5	1,565	2,226 86	1 42
Maintenance of equipment	1	313	480 00	1 53
Conducting transportation	5	1,565	2,141 21	1 37
Total (including general officers).....	11	3,443	\$ 4,848 07	\$ 1 41
Less general officers				
Total (excluding general officers).....	11	3,443	\$ 4,848 07	\$ 1 41

* Joint men—half pay.

PASSENGER AND FREIGHT, AND TRAIN
MILEAGE.

STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains Mileage, Number cars.	Columns for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue...	3,488	.....
Average distance carried.....	52,411	.....
Total passenger revenue--Page 35.....	About fourteen miles.	.....
Average amount received from each passenger.....		1,521 56
Average receipts per passenger per mile.....		43.623
Estimated cost of carrying each passenger one mile.....		02.903
Total passenger earnings--Page 35.....		3,568 51
Passenger earnings per mile of road.....		249 75.560
Passenger earnings per train mile.....		56.973
Freight traffic--		
Number of tons carried of freight earning revenue	5,079	.....
Number of tons carried one mile.....	74,014	.....
Average distance haul of one ton.....	About fourteen miles.	.....
Total freight revenue--Page 35.....		1,450 65
Average amount received for each ton of freight..		28.561
Average receipts per ton per mile.....		01.959
Estimated cost of carrying one ton one mile.....		.....
Total freight earnings--Page 35.....		1,456 65
Freight earnings per mile of road.....		102 00.630
Freight earnings per train mile.....		23.343
Passenger and freight--		
Passenger and freight revenue--Page 35.....		2,972 21
Passenger and freight revenue per mile of road..		208 13.795
Passenger and freight earnings--Page 35.....		5,023 16
Passenger and freight earnings per mile of road.		351 76.190
Gross earnings from operation--Page 35... ..		5,053 16
Gross earnings from operation per mile of road...		353 86.274
Expenses--Page 45.....		58,020 00
Expenses per mile of road.....		4,063 02.521

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—*Continued.*

STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	6,280	
Miles run by freight trains.....	6,240	
Miles run by mixed trains.....		
Total mileage trains earning revenue	12,500	
Miles run by switching trains	1,460	
Miles run by construction and other trains	760	
Grand total train mileage	14,720	
Mileage of loaded freight cars— north or east	11,617	
Mileage of loaded freight cars— south or West	15,383	
Mileage of empty freight cars—north or east	4,219	
Mileage of empty freight cars— south or west	5,317	
Average number of freight cars in train.....	5.87	
Average number of loaded cars in train	4.33	
Average number of empty cars in train.....	1.54	
Average number of tons of freight in train.....	11.86	
Average No. of tons of freight in each loaded car	2.74	

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PASSENGER AND FREIGHT, AND TRAIN
MILEAGE.

ENTIRE LINE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Columns for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	16,703,722	
Number of passengers carried one mile	461,011,038	
Number of passengers carried one mile per mile of road	93,908	
Average distance carried.....	27.599 miles	
Total passenger traffic—page 35.....		\$ 9,007,324 85
Average amount received from each passenger.....		53.924
Average receipts per passenger per mile.....		01.954
Total passenger earnings—page 35.....		10,339,960 77
Passenger earnings per mile of road.....		2,108 28 829
Passenger earnings per train mile.....		1 08.475
Freight traffic—		
Number of tons carried of freight earning revenue— page 63.....	12,858,820	
Number of tons carried one mile.....	1,961,955,376	
Number of tons carried one mile per mile of road.....	400,032	
Average distance haul of one ton.....	153 miles	
Total freight revenue—page 35.....		21,184,457 04
Average amount received for each ton of freight.....		1 64.746
Average receipts per ton per mile.....		01.079
Total freight earnings—page 35.....		21,223,513 38
Freight earnings per mile of road.....		4,327 36.398
Freight earnings per train mile.....		1 32.713
Passenger and freight—		
Passenger and freight revenue—page 35.....		30,191,781 89
Passenger and freight revenue per mile of road.....		6,155 94.728
Passenger and freight earnings—page 35.....		31,563,494 15
Passenger and freight earnings per mile of road.....		6,435 63.227
Gross earnings from operation—page 35.....		31,680,910 33
Gross earnings from operation per mile of road.....		6,459 57.282
Gross earnings from operation per train mile.....		1 23.256

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—*Continued.*

ENTIRE LINE.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger and freight—Continued—		
Operating expenses—page 45.....		\$ 19,927,064 41
Operating expenses per mile of road.....		4,063 02.478
Operating expenses per train mile.....		77.527
Income from operation—page 31.....		11,753,845 92
Income from operation per mile of road.....		2,396 54.804
Train mileage—		
Miles run by passenger trains.....	\$ 9,505,550	
Miles run by freight trains.....	15,375,349	
Miles run by mixed trains.....	822,248	
Total mileage trains earning revenue.....	\$ 25,703,147	
Miles run by switching trains.....	6,728,732	
Miles run by mixed trains.....	603,019	
Grand total train mileage.....	\$ 33,034,898	
Mileage of loaded freight cars—north or east.....	99,367,958	
Mileage of loaded freight cars—south or west.....	104,912,249	
Mileage of empty freight cars—north or east.....	47,503,950	
Mileage of empty freight cars—south or west.....	38,849,242	
Average number of freight cars in train.....	18.17 cars	
Average number of loaded cars in train.....	12.77 cars	
Average number of empty cars in train.....	5.40 cars	
Average number of tons of freight in train.....	122.68 tons	
Average number of tons of freight in each loaded car...	9.60 tons	

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FREIGHT TRAFFIC MOVEMENT.—STATE OF NORTH DAKOTA.

[Company's material excluded.]

Commodity.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain.....	1,544		1,544	39.24
Flour.....	17		17	.43
Other mill products.....		130	130	3.53
Fruit and vegetables.....	83	25	108	2.75
Products of animals—				
Live Stock.....	708		708	17.99
Products of mines—				
Anthracite coal.....		79	79	2.01
Bituminous coal.....		551	551	14.00
Products of forest—				
Lumber.....	59		59	1.50
Manufactures—				
Petroleum and other oils.....		10	10	.25
Other castings and machinery.....	27		27	.69
Agricultural implements.....	15	26	41	1.04
Wagons, carriages, tools, etc.....	5		5	.13
Household goods and furniture.....	99	1	100	2.54
Merchandise.....	451	64	515	13.09
Miscellaneous—Other commodities not mentioned above.....	32		32	.81
Total tonnage.....	3,040	865	3,905	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger	30	225	224	Westinghouse		
Freight	69	594	578	Westinghouse		
Switching	13	191	141	Westinghouse		
Total locomotives in service	112	1,010	943			
Less locomotives leased						
Total locomotives owned	112	1,010	943			
Cars—owned and leased—						
In passenger service—						
First-class cars	27	505	505	Westinghouse	505	Miller
Second-class cars	16	44	44	Westinghouse	44	Miller
Combination cars	14	78	78	Westinghouse	78	Miller
Emigrant cars						
Dining cars		9	9	Westinghouse	9	Miller
Parlor cars	5	22	22	Westinghouse	22	Miller

DESCRIPTION OF EQUIPMENT—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted With Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
Sleeping cars.....						
Baggage, express and postal cars.....	17	180	180	Westinghouse.	180	Miller.
Other cars in passenger service.....		30	30	Westinghouse.	{ 19 20	{ Miller. Chicago
Total.....	79	877	877		877	
In freight service—						
Box cars.....	2,529	19,221	6,166	Westinghouse.	{ 452 5,767	{ Janney. Chicago.
Flat cars.....	1,069	3,645	1,026	Westinghouse.	843	Chicago.
Stock cars.....	550	2,881	1,353	Westinghouse.	1,353	Chicago.
Coal cars.....	300	3,250	1,179	Westinghouse.	1,179	Chicago.
Tank cars.....						
Refrigerator cars.....	59	398	380	Westinghouse.	350	Chicago.
Other cars in freight service (iron ore).....	1,100	5,113	3,962	Westinghouse.	1,213 1,899	Chicago. Janney.
Total.....	5,599	34,538	14,021		13,046	

DESCRIPTION OF EQUIPMENT...Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted With Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars.....		8	8	Westinghouse.	8	Miller.
Gravel cars, dump and ditching.....	2	109				
Derrick cars.....	4	36	6	Westinghouse.		
Caboose cars.....	60	546	50	Westinghouse.	9	Chicago.
Other road cars.....	15	36				
Rotary steam snow plows.....	1	3				
Total cars in service.....	82	738	64		17	
Total cars owned.....	5,780	36,153	14,982		13,940	

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MILEAGE.

A. MILEAGE OF ROAD OPERATED—(ALL TRACKS).

Line in Use.	Line Represented by Capital Stock of C. & N. W. Ry. Co.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Construct'd and Added During Year	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track	1,927.39	1,854.90	1,188.47	60.02	.....	.....	5,080.78	757.24	415.71	4,615.07
Miles of second track	305.41	29.95	.....	.....	51.12	.....	386.48	25.92	.....	386.48
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings ..	* 1,361.55	.....	159.68	8.09	.....	.....	1,535.67	269.43	381.83	1,147.49
Total mileage operated (all tracks)	3,594.35	1,884.85	1,348.15	68.11	51.12	6.35	6,962.93	1,082.59	797.54	6,149.04

* Includes sidings on "branches and spurs represented by capital stock."

MILEAGE.—Continued.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock of C. & N. W. Ry. Co.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Con- tract, etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line, Construct'd During Year and Purchased.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Illinois	400.21	193.76	.....	.....	.....	.....	593.97	.....	23.64	570.29
Wisconsin	993.85	549.69	16.06	60.02	.....	.....	1,579.62	633.07	50.53	1,529.04
Michigan	220.06	301.11	.....	.....	.....	.....	521.19	124.17	98.20	422.99
Iowa	363.12	810.00	.....	.....	.....	.....	1,163.12	.....	89.20	1,073.92
Minnesota	.13	.34	414.00	.....	.....	.....	414.47	.....	31.42	383.05
South Dakota .....	.....	.....	744.13	.....	.....	.....	744.13	.....	122.63	621.50
North Dakota .....	.....	.....	14.28	.....	.....	.....	14.28	.....	.....	14.28
Total mileage operated (single track)	1,927.39	1,864.90	1,189.47	60.02	.....	.....	5,030.78	737.24	415.71	4,615.07

MILEAGE.—Continued.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES—(SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock of C. & N. W. Ry. Co.		Line of Proprietary Companies.	Total Mileage Operated.	New Line Construct'd and Added During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Illinois.....	400.21	193.76	.....	593.97	.....	23.66	570.29
Wisconsin.....	933.85	549.69	16.08	1,519.60	573.05	49.33	1,470.27
Michigan.....	220.08	301.11	.....	521.19	124.64	98.20	422.99
Iowa.....	333.12	810.00	.....	1,163.12	.....	89.20	1,073.92
Minnesota.....	.13	.34	414.00	414.47	.....	31.42	383.05
South Dakota.....	.....	.....	744.13	744.13	.....	122.68	621.50
North Dakota.....	.....	.....	14.28	14.28	.....	.....	14.28
Total mileage owned (single track).....	1,927.39	1,354.90	+ 1,187.47	4,970.76	697.69	414.46	4,556.30

† Mileage of proprietary lines whose capital stock is included on page 17 of this report.

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NEW TIES LAID DURING YEAR.

STATE OF NORTH DAKOTA.

Kind.	Number.	Average Price at Distributing Point.
Oak.....	518	\$ 0 63
Cedar, hemlock, ash and elm.....	1,625	0 26
Total.....	2,143	\$ 0 35

CONSUMPTION OF FUEL BY LOCOMOTIVES.

STATE OF NORTH DAKOTA.

Locomotives.	Coal, Tons—Bituminous.	Wood—Cords.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
		Hard.	Soft.			
Passenger.....	177		8	181	5,630	64.30
Freight.....	161		5	163½	3,690	88.62
Switching.....	16½		1	17	660	51.51
Construction.....	5½			5½	208	52.88
Total.....	360		14	367	10,188	72.04
Average cost at distributing point.....	\$ 1 85		\$ 2 49			

CHARACTERISTICS OF ROAD—ENTIRE LINE.

GALENA DIVISION.

Working Divisions or Branches.			Alignment.			Profile.						
		Length.	Number of Curves.	Aggre- gate Lgth of Curved Lines.		Length of Level Straight Track.	Ascending Grades.			Descending Grades.		
From—	To—			Miles.	Miles.		Number.	Sums of Ascents.	Feet.	Miles.	Number.	Sum of Descents.	Feet.	Miles.
Chicago.....	Mississippi River.....	137.00	48	19.03	117.97	14.52	86	1,108.8	61.57	89	1,103.9	60.91
Chicago.....	Freeport.....	121.00	67	20.86	100.14	5.72	42	776.2	53.14	47	616.3	62.14
St. Charles.....	Aurora.....	11.80	26	4.86	6.94	3.42	6	100.6	2.57	8	151.5	5.81
Cortland.....	Sycamore.....	4.64	3	0.50	4.14	0.00	0	0.0	0.00	1	18.9	4.64
Elgin.....	Williams Bay.....	21.04	38	13.13	37.91	3.98	28	649.3	24.64	31	500.6	22.42
Belvidere.....	Spring Valley.....	75.78	28	8.48	67.30	24.51	27	370.4	16.76	33	693.3	34.51
So. Br. Junction.....	Chicago River.....	4.50	7	1.00	3.50	0.00	0	0.0	0.00	1	11.4	4.50
Total.....		405.76	217	67.86	337.90	52.15	189	3,005.3	158.68	210	3,095.9	194.93

IOWA DIVISION.

From—	To—	Length.	Number of Curves.	Aggre- gate Lgth of Curved Lines.	Length of Level Track.	Ascending Grades.			Descending Grades.				
				Miles.	Miles.	Number.	Sums of Ascents.	Feet.	Miles.	Number.	Sum of Descents.	Feet.	Miles.
Mississippi River.....	Council Bluffs.....	354.00	239	59.61	294.39	162	3,155.0	147.60	173	3,000.0	122.00		
Clinton.....	Anamosa.....	73.57	126	21.31	52.26	59	1,111.0	30.50	45	920.0	23.20		
Des Moines.....	Jc. N. I. Div. J. Jc.....	57.34	46	7.48	49.86	43	862.0	25.26	34	524.0	16.85		

CHARACTERISTICS OF ROAD—ENTIRE LINE.—Continued.

Working Divisions or Branches.			Alignment.			Profile.					
		Length.	Number of Curves.	Aggregate Length of Curved Lines.	Length of Straight Track.	Ascending Grades.			Descending Grade.		
From—	To—					Sum of Ascents.	Feet.	Miles.	Number.	Sum of Descents.	Feet.	Miles.
Stanwood.....	Tipton.....	8.50	*	5	*	2.50	12	180.0	9	140.0	2.50
Belle Plaine.....	Muchakinock.....	64.00	109	28.18	35.82	9.30	21	1,011.0	23	1,103.0	31.50
Carroll.....	Kirkman.....	34.81	42	9.40	25.41	3.91	8	319.0	22	363.0	22.60
Manning.....	Audubon.....	17.00	24	5.81	11.19	6.50	7	202.0	8	227.0	4.30
Cedar Rapids.....	Cut-off.....	5.96	1	0.49	5.47	2.59	3	23.4	4	18.7	1.36
Boone.....	Coal Banks.....	3.25	4	0.91	2.34	* 0.65	* 3	* 20.0	* 5	* 93.0	* 2.00
Total.....		618.43	596	139.19	479.24	144.65	318	6,883.4	323	6,388.7	228.31

NORTHERN IOWA DIVISION.

Tama.....	Elmore.....	164.56	92	27.75	136.81	36.27	92	1,730.7	72.09	95	1,431.1	56.20
Eagle Grove.....	Hawarden.....	145.20	107	42.22	102.98	31.00	96	1,843.6	60.80	94	1,777.4	53.60
Jewell Junction.....	Carnarvon.....	73.68	34	8.90	64.78	16.01	44	842.8	32.20	34	641.4	25.47
Maple River Junction.....	Onawa.....	90.85	73	17.79	63.06	21.95	22	339.1	18.31	32	552.0	40.99

Wall Lake	79.87	60	15.79	64.06	14.51	38	944.4	29.63	38	1,065.1	35.73
Jc. Des Moines Line.	1.75	2	0.55	1.20	0.06	2	37.0	0.95	1	21.0	0.72
Total	545.91	368	113.00	432.91	119.82	294	5734.1	213.78	294	5,478.0	212.31

MADISON DIVISION.

Belvidere	227.00	231	51.91	175.09	54.39	139	2965.9	89.57	120	2786.6	83.04
Evansville	15.68	8	1.97	13.71	3.83	6	58.1	3.37	5	148.5	8.48
Afton	6.10	10	1.69	4.41	2.24	3	71.0	2.48	3	26.0	1.38
Winona Junc.	3.96	7	1.03	2.93	0.97	1	23.2	1.61	2	12.5	1.38
Galena	76.84	208	26.00	50.84	13.44	102	1196.3	34.94	105	1181.4	28.46
Ipswich	4.00	7	1.42	2.58	1.06	4	34.0	0.55	5	159.0	2.39
Lancaster Junc.	12.04	28	3.00	9.04	* 2.54	* 15	* 180.0	* 5.23	* 16	* 177.0	* 4.27
Milwaukee	140.88	172	25.40	105.48	19.61	86	2063.4	64.54	82	1473.6	56.73
Trempealeau	6.71	6	0.91	5.80	2.11	5	48.0	2.16	5	68.0	2.44
Valley Junc.	16.06	7	1.13	14.93	4.65	9	46.8	4.88	13	64.8	6.53
Total	509.27	684	124.46	384.81	104.84	370	6418.6	209.33	356	6099.4	195.10

WINONA & ST. PETER DIVISION.

Winona	322.98	169	46.65	276.33	90.26	252	4334.0	129.57	224	3294.5	103.15
Plainview Junc.	15.01	20	3.59	11.42	3.01	6	166.0	4.10	8	273.0	7.90
Chatfield Junc.	11.46	22	2.79	8.67	0.76	6	52.0	2.10	6	350.0	8.60
Rochester	24.48	26	6.18	18.30	3.18	13	418.0	11.20	12	438.0	10.10
Mankato Junc.	3.75	4	1.53	2.22	1.12	0	0.0	0.00	2	128.0	2.63

Working Divisions or Branches.			Alignment.			Profile.						
From	To—	Length.	Number of Curves.	Aggre- gate Length of		Length of Straight Track.	Ascending Grades.			Descending Grades.		
				Curved Lines.	Miles.		Number.	Sum of Ascendents.	Aggre- gate Length of Ascending Grades.	Number.	Sum of Descendents.	Aggre- gate Length of Descending Grades.
				Miles.	Miles.			Feet.	Mile4.		Feet.	Miles.
Sleepy Eye.....	Redwood Falls...	24.40	3	0.97	24.43	8.40	19	142.0	9.00	15	124.0	7.00
Tracy.....	Minn. State Line..	46.40	46	9.19	37.21	8.60	32	719.0	24.70	27	337.0	13.10
	Total.....	448.48	290	70.90	377.58	115.33	328	5831.0	180.67	294	4933.5	152.48
DAKOTA DIVISION.												
Minnesota State Line	Pierre.....	209.11	66	13.81	195.30	48.64	120	1638.2	78.67	125	1994.2	81.80
James Valley Junc...	Oakes	131.95	18	5.26	126.69	60.89	78	391.3	37.86	75	395.7	33.20
Watertown	Gettysburg	146.25	55	12.98	133.27	59.34	183	1688.5	50.30	178	1275.4	38.61
Watertown Junction.	Watertown	43.83	17	3.50	40.33	12.47	24	169.0	26.63	10	34.5	4.73
Doland	Groton	38.84	8	0.86	37.98	15.89	21	94.5	10.43	21	127.5	12.32
Iroquois.....	Hawarden	125.49	38	11.71	113.78	26.83	59	944.5	49.38	56	1163.1	49.26
Centerville.....	Yankton	28.46	18	3.35	25.11	4.51	11	279.2	14.20	7	291.0	9.75
	Total.....	723.93	220	51.47	672.46	228.59	496	5225.2	337.47	472	5231.4	227.87

WISCONSIN DIVISION.

Chicago.....	Fort Howard.....	242.20	112	22.20	220.00	23.44	164	1,945.9	108.15	160	1,948.6	110.61
Appleton.....	Water Power.....	3.63	21	1.53	2.10	1.38	2	15.0	0.50	3	50.0	1.75
Kenosha.....	Rockford.....	72.10	50	14.89	57.21	3.75	42	908.5	32.86	39	787.2	35.49
Chicago.....	Fond du Lac.....	147.63	88	19.86	127.77	23.13	68	1,390.4	69.20	65	1,212.2	55.30
Sheboygan.....	Princeton.....	78.40	77	13.85	64.55	15.91	38	1,045.1	37.50	38	864.2	24.69
West Chicago shops.....	Mayfair.....	5.20	6	1.09	4.11	3.82	2	8.0	1.38	0	0.0	0.00
Mayfair.....	No. Evanston.....	7.69	5	0.60	7.09	2.63	3	6.1	0.76	3	15.8	4.30
	Total.....	556.55	359	74.02	482.83	74.06	319	5,319.0	250.65	308	4,878.0	232.14

PENINSULA DIVISION.

Fort Howard.....	Republic.....	202.64	120	29.73	172.91	53.14	112	1,948.0	89.81	96	1,083.0	59.69
Clowry.....	Michigamme.....	10.44	8	2.00	8.44	4.54	5	72.0	3.35	4	45.5	2.55
Wabik.....	Champion.....	1.23	4	0.76	0.47	0.21	1	85.0	1.02	0	0.0	0.00
Powers.....	Annasa.....	73.77	88	23.34	50.43	13.05	36	1,303.5	35.47	32	736.4	25.25
Slager.....	Watersmeet.....	54.66	60	17.92	36.74	14.33	33	715.2	24.09	29	437.2	15.64
Narenia.....	Metropolitan.....	34.86	18	3.85	31.01	3.56	26	665.0	22.50	18	218.0	8.80
Branches.....	To Mines.....	86.84	207	21.55	65.29	*14.98	*98	*1,522.0	*30.39	*60	*740.0	*41.47
	Total.....	464.44	505	99.15	385.29	103.81	391	6,310.7	207.23	239	3,210.1	163.40

ASHLAND DIVISION.

Lake Shore Junction.	Ashland.....	386.13	366	96.17	289.96	89.44	278	4438.4	132.82	244	4408.4	143.87
Monico Junction.....	Hurley.....	88.11	110	23.77	64.34	21.01	52	705.8	32.50	50	799.4	34.60
Two Rivers Junction.	Two Rivers.....	6.35	5	0.85	5.50	1.85	6	58.0	1.77	8	86.0	2.73
Hortonville	Oshkosh	23.10	18	2.97	20.13	8.13	12	147.0	5.66	11	274.0	9.31
Eland Junction.....	Marshfield	63.87	74	15.36	48.51	15.23	32	717.6	22.51	32	688.6	26.13
North of Antigo.....	E. Bryant switch..	7.27	3	0.88	6.39	1.25	9	93.0	5.53	3	12.2	0.49
Wolf & Wis. Rivers	Branch]	22.39	53	8.89	13.50	5.48	24	343.0	8.12	25	395.0	8.79
Ontonagon river b'ch	.....	27.90	74	11.02	16.88	4.73	8	305.6	6.71	30	664.9	16.46
Hurley & Pence b'ch.	.....	16.91	52	7.18	9.73	2.86	17	417.5	6.38	20	322.6	7.67
Branches	Iron Mines.....	34.22	185	15.89	18.83	5.01	56	1767.8	22.14	30	475.4	7.07
Spurs.. ..	Industries	21.44	93	7.43	13.96	8.54	36	171.3	5.23	40	345.3	7.67
Clintonville.....	Oconto.	56.00	34	9.09	46.91	18.24	26	386.0	16.19	36	634.0	21.57
Spurs	Industries on fore g	4.02	24	1.72	2.30	1.09	3	46.5	0.84	6	127.5	2.09
Total .....	.....	757.71	1091	200.77	556.94	182.86	574	9397.5	286.40	537	9123.3	286.45

* Estimated.

CHARACTERISTICS OF ROAD.—*Continued.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Number trestles, 7; aggregate length, 274 feet; minimum length, 18 feet; maximum length, 93 feet.

Gauge of track, 4 feet 8½ inches; 14.28 miles.

TELEGRAPH.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line, 1,500; miles of wire, 1,500; name of owner, Western Union Telegraph Company; name of operating company, Western Union Telegraph Company and by C. & N. W. Ry. Co. for company's business only:

CAR MILEAGE.

Individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars.

Name of Company.	Name of Company.
American Refrigerator Transportation Co.	Canadian Pacific Despatch.
Ames Coal Transportation Co.	Canada Southern Line.
Anglo-American Provision Co.	Cedar Rapids Refrigerator Express.
Armour Car Lines.	Dold, J., Packing Co.
Arms Palace Horse Car Co.	Dodson, Hills Manufacturing Co.
Arnold Refrigerator Car Co.	Empire Oil Works.
American Tank Line Co.	Erie Despatch.
American Live Stock Transportation Co.	Empire Line.
American Cotton Oil Co.	Fairbank, N. K., & Co.
Atlanta Stone, Coal & L. L. Co.	Frazer Lubricator Co.
Abernathy Furniture Co.	Goodell Refrigerator Car Co.
American Brewing Co.	Green Line.
Boyd & Lunham Prov. Ex. Co.	Great Eastern Line.
Bear Creek Refining Co.	Healey Refrigerator Line.
Barrett & Barrett.	Haveus, C. B.
Britton, D. W.	Hammond Refrigerator Line.
Burton Stock Car Co.	Hicks Stock Car Co.
Blue Line.	Inter-State Transit Co.
Chappell Chemical Co.	Independent Refining Co.
California Fruit Express Co.	Inland Steel Co.
Continental Fruit Express Co.	International Oil Works Co.
Chicago Refrigerator Car Line Co.	Illinois Fuel Co.
California Fruit Transportation Co.	J. E. B. Furniture Line.
Canada Cattle Car Co.	Kentucky Refining Co.
Cudahy Refrigerator Line Co.	Kansas City Dressed Beef Line.
Cudahy Mil. Refrigerator Line Co.	Keystone Palace Horse Car Co.
Crystal Oil Works.	Kingan Refrigerator Line.
Crocker Chair Co.	Kansas Manufacturers Despatch.
Case Threshing Machine Co.	Lipton Refrigerator Line.
Coates Tank Line.	Live Poultry Transportation Co.
Cold Blast Transportation Co.	Libby, McNeill & Libby.
Climax Gasoline Co.	Mann Bros.
Craig Oil Co.	Mattoon Manufacturing Co.
Cupples, S., Wooden Ware Co.	Menasha Wooden Ware Co.

Morris Refrigerator Line.	Rock Falls Manufacturing Co.
Mather Stock Car Co.	Sioux City Packing Co.
Matthleson & Hegeler Zinc Co.	Sun Oil Line.
Manhattan Oil Co.	St. Louis Refrigerator Car Co.
Michigan Ammonia Works.	Southern Despatch Lumber Line.
Michigan Salt Line.	Silberhorn Packing Co.
Mulr Tank Line.	Sheboygan Chair Co.
Merchants Despatch Transportation Co.	Swift Refrigerator Transportation Co.
Midland Line.	Street's Stable Car Line.
Metzer Linseed Oil Co.	St. Charles Car Co.
Merchants & Planters Oil Co.	Smith, E. C.
National Furnace Co.	So. Iron Car Line.
National Linseed Oil Co.	Spring Valley Coal Co.
New England Car Co.	Scofield, Shurmer & Teagle.
National Despatch Line.	Schoenhoffen, P., Brewing Co.
New York Despatch Refrigerator Line.	Selpp, Conrad, Brewing Co.
No. West. Despatch Fast Freight Line.	Sioux City Dressed Beef Refr. Line.
National Fruit Despatch.	Thatcher, A. T.
Omaha Packing Co.	Titusville Oil Works.
Paragon Refining Co.	Union Tank Line.
Penn. Refining Co.	Union Refrigerator Transportation Co.
Peoria Malting Co.	Venice Transportation Co.
Pabst Brewing Co.	Valley Oil Co.
Pierless Tank Line.	Wisconsin Furnace Co.
Producers Oil Co.	Weaver, Getz & Co.
Peavey Grain Line.	Washington Refining Co.
Provision Dealers Despatch.	Waverly Oil Co.
Rend, W. P.	White Star Transportation Co.
Rend, W. P. & Co.	White Line.
Richardson Bros.	Waters, Pierce Oil Co.
Rumley M. Co.	Wright & Hills Linseed Oil Co.
Red Line.	Western Car Co.
Railway Car Association.	Pullman Palace Car Co.
Racine Wagon & Carriage Co.	Wagner Palace Car Co.

OATH.

STATE OF ILLINOIS,

COUNTY OF COOK.

- } ss.

We, the undersigned, Marvin Hughitt, president, and J. B. Redfield, auditor, of the Chicago and Northwestern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing, therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

MARVIN HUGHITT,

President.

J. B. REDFIELD,

General Auditor.

Subscribed and sworn to before me
this 24th day of Sept., 1894.

J. F. CLEVELAND,

Notary Public.

SUMMARY OF REPORTS OF COMPANIES FOR THE YEAR ENDING JUNE 30, 1894.

The following is a summary of the preceding reports, with comparisons based upon the reports of last year:

NORTHERN PACIFIC RAILROAD COMPANY.

The gross earnings of the road from operation were \$16,764,308.56, as against \$24,135,186.03 by the preceding report; the income from other sources was \$712,887.42, as against \$1,941,488.20 by the previous report; the operating expenses amounted to \$11,971,188.93, as against \$14,621,456.47 by the previous report; the deductions from income for interest, rents, taxes, sinking fund, etc., amounted to \$12,009,011.71, as against \$12,345,463.44 by the previous report; this shows a deficit for this year's operations of \$6,503,004.66, as against a deficit of \$889,255.67 for last year.

A recapitulation of the funded debt shows \$138,199,500 bonds and miscellaneous obligations outstanding, as against \$130,545,500 by the previous report.

A recapitulation of the total indebtedness of the road for mileage owned shows the amount outstanding to be \$238,058,189.41, or \$69,558 per mile of road; by the last report the total indebtedness of the road for the mileage owned was \$218,685,631.42, or \$64,031.16 per mile. For the mileage operated the total indebtedness outstanding is \$276,858,789.41, or \$60,436 per mile.

The earnings from operation in the state of North Dakota show the total passenger earnings to be \$796,344.91, as against \$1,020,076.92 by the previous report; the total freight earnings were \$2,078,468, as against \$3,012,377.85 by the previous report; the other earnings were \$30,392.34, as against \$32,769.86 by the previous report; this shows a total gross earnings for the state of \$2,905,205.25, as against \$4,065,224.63 by the previous report.

The total gross earnings in the state per mile are \$3,375.08, as against \$4,722.72 by the previous report; the total expense of operation per mile of road was \$2,591.82, as against \$2,816.14 by the previous report.

The total number of employes in the state (excluding general officers) was 1,501, as against 1,637 by the previous report; the total yearly compensation was \$1,022,197.43, as against \$1,159,168.94 by the previous report; the average daily compensation was \$2.01, as against \$2.09 by the previous report.

The total mileage in the state is 866.91 miles, the same as by the previous report.

There were 1,009 tons of new steel rails, and 398,563 new ties, laid in the state to replace old ones.

There were 12 persons killed in the state, and 59 injured, during the year, as follows: Employes, 5 killed and 28 injured; passengers, none killed, 22 injured; others, 7 killed and 9 injured.

GREAT NORTHERN RAILWAY COMPANY.

The gross earnings from operation were \$11,385,770.96, the income from other sources was \$1,951,102.31, the operating expenses were \$6,488,779.21, the total income was \$6,848,094.06. In 1893 the gross earnings from operation were \$13,562,692.24, and the operating expenses \$7,335,417.15. After paying interest, rentals and taxes, and a 5 per cent dividend on the preferred stock, there was a deficit from operations of \$104,153.68. In 1893 there was a surplus of \$1,182,330.05.

The funded debt amounts to \$15,000,000, the same as in 1893.

The total amount of indebtedness outstanding, including capital stock, is \$40,000,000; in 1893 it was \$35,000,000.

The earnings from operation in the state of North Dakota show the total passenger earnings to be \$604,450.56, the total freight earnings \$2,124,747.23, and other earnings \$1,714, or a total gross earnings for the state of \$2,730,911.79, as against a total gross earnings by the previous report of \$2,827,409.36, and \$3,286,338.67 in 1892.

The total gross earnings per mile in this state was \$2,602.65, in 1893 it was \$2,720.08, and in 1892 \$3,169.08; the total expense of operating per mile was \$1,475.67, in 1893 it was \$1,810.84, and in 1892, \$1,993.46.

The total number of employes (excluding general officers) in the state was 887, as against 1,424 by the previous report; the total yearly compensation was \$535,027.56, as against \$877,498.74 by the previous report; the average daily compensation was \$1.71, as against \$1.91 by the previous report, and \$1.70 in 1892.

The total mileage in the state is 1,051.24, as against 1,039.46 by the previous report.

There were 11,529 tons of new steel rails laid in the state, and 308,224 new ties.

There were 7 persons killed by accident in this state and 18 injured, as follows: Employes, 6 killed and 11 injured; passengers, 4 injured; others, 1 killed and 3 injured.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY.

The St. Paul, Minneapolis & Manitoba Railway Company having leased its lines to the Great Northern Railway Company has become thereby a subsidiary company, and submits but a financial report to this office.

The recapitulation of funded debt shows \$84,558,484.85 of mortgage bonds outstanding, as against \$70,310,754.54 by the previous report.

The recapitulation of the total indebtedness of the road for the mileage owned shows the total amount outstanding to be \$104,579,494.39, or \$27.732 per mile. By the previous report the total indebtedness of the road outstanding was \$104,101,840.02, or \$27,696.82 per mile.

MINNEAPOLIS, ST. PAUL & SAULT ST. MARIE RAILROAD COMPANY.

The gross earnings of the road from operation were \$2,907,963.14, the operating expenses amounted to \$2,263,722.80; the deductions from income for interest, taxes, etc., amounted to \$1,044,248.49; there was a deficit on the operations of the year of \$394,014.69. By the previous report the gross earnings were \$3,453,396.81, the operating expenses \$2,348,151.98, and a surplus on the year's operations of \$20,716.15.

A recapitulation of the funded debt shows \$30,125,850.56 of mortgage and income bonds and equipment trust obligations outstanding, as against \$28,847,000 by the previous report.

A recapitulation of the total indebtedness (including capital stock) of the road for the mileage owned shows the amount outstanding to be \$53,098,027.12, or \$45,374 per mile; by the previous report the total indebtedness was \$50,133,598.44, or \$52,286.51 per mile.

The earnings from operations in this state show the total passenger earnings to be \$87,348.63, as against \$39,702.35 by the previous report; the total freight earnings were \$238,873.21, as against \$218,851.20 by the previous report; the total gross earnings for the state were \$377,785.85, as against \$222,481.75 by the previous report.

The total gross earnings in this state per mile was \$811.81, and the total expense of operation per mile was \$670.97. By the previous report the earnings per mile amounted to \$895.01, and the expense \$632.68.

The total number of employes (excluding general officers) in the state was 391, as against 509 by the previous report; the total yearly compensation was \$171,768.48, as against \$289,539.05 by the previous report; the average daily compensation was \$1.72, as against \$1.81 by the previous report.

The total mileage in the state is 465.36 miles, as against 284.58 miles by the previous report.

There were 39,781 new ties laid during the year, renewing old ones.

There was 1 person killed and 35 injured within the state during the year, as follows: Trainmen, 1 killed and 31 injured; trespassers, 4 injured. No passengers were either killed or injured.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

The gross earnings of the road from operation were \$31,680,910.33, as against \$32,718,629.35 by the previous report; the operating expenses amounted to \$19,927,064.41, as against \$21,291,738.03; the deductions from income for interest, rents, taxes, etc., amounted to \$8,269,510.42, as against \$7,411,193.37 by the previous report; this shows a surplus, after paying \$3,906,594 of dividends on stock, of \$6,009.94, as against a surplus of \$880,247.93 by the previous report.

A recapitulation of the funded debt shows \$130,112,500 of mortgage, debenture and income bonds, and miscellaneous obligations outstanding, as against \$117,100,500 by the previous report.

A recapitulation of the total indebtedness of the road for the mileage owned shows the amount outstanding to be \$201,041,043.44, or \$40,388.05 per mile. By the previous report the total amount outstanding was \$186,410,990.36, or \$43,624.60 per mile.

The earnings from operation in the state of North Dakota show the total passenger earnings to be \$3,566.51, the total freight earnings \$1,456.65 and other earnings \$30, or a total gross earning for the state of \$5,053.16, as against a total gross earnings by the previous report of \$6,416.

The total number of employees (excluding general officers) in the state was 11, as against 16 by the previous report; the total yearly compensation was \$4,848.07, as against \$7,360.03, the previous year; the average daily compensation was \$1.41, as against \$1.47 the previous year.

The total gross earnings per mile in this state was \$353.86, and the total expense of operating per mile (proportional) \$4,063.02. By the previous report the earnings per mile amounted to \$449.30 and the expense (proportional) \$4,982.77.

The total mileage in the state is 14.28 miles, the same as by previous report.

There were 2,143 new ties laid during the year.

There were no persons either killed or injured within the state.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

The gross earnings of the road from operation were \$31,515,623.75; the operating expenses amounted to \$19,102,928.45; the deductions from income for interest on debt and liabilities, and taxes, amounted to \$8,798,646.63; this shows a surplus for the year's operations after paying \$3,649,520.64 dividends on stock, of \$67,-

212.20. By the previous report the gross earnings from operation were \$34,203,598.86; the operating expenses amounted to \$21,658,332.05; the deductions from income for interest and taxes amounted to \$8,145,005.96; this shows a surplus on the year's operations of \$932,735.13.

A recapitulation of the funded debt shows \$138,801,000 of mortgage and income bonds and miscellaneous obligations outstanding, as against \$130,805,500 by the last published report.

A recapitulation of the total indebtedness of the road for the mileage owned shows the amount outstanding, including capital stock, bonds and other liabilities, to be \$216,900,794.16, or \$35,281.21 per mile. By the previous report the total amount outstanding was \$211,904,738.79 or \$37,019.55 per mile.

The report of this road as filed with this office gives the earnings from operation in the state of North Dakota upon a proportional basis of the whole earnings of the entire system.

The road has 403 employes in the state, who, on a proportional estimate receive a total yearly compensation of \$246,879.67, or a daily average compensation of \$1.95, as against \$1.94 by the previous report.

The total mileage operated in the state is 118.21 miles. the same as by the last report.

There were 300 tons of new steel rails, and 37,559 new ties put down during the year to replace old ones.

No accidents occurred on the line in this state.

RECAPITULATION.

The gross earnings for the entire lines for the past year, ending June 30, of the different roads operating lines partly within this state, was :

Name of Company	Amount.
Northern Pacific Railroad Company.....	\$ 16,764,308.56
Great Northern Railway Company.....	11,385,770.96
Minneapolis, St. Paul & Sault Ste. Marie Railroad Company..	2,907,963.14
Chicago & Northwestern Railway Company.....	31,680,910.33
Chicago, Milwaukee & St. Paul Railway Company.....	31,515,623.75

The operating expenses of the different roads for the same period were :

Name of Company.	Amount.
Northern Pacific Railroad Company.....	\$ 11,971,188.93
Great Northern Railway Company.....	6,488,779.21
Minneapolis St. P. & S. S. M. Rd. Co.....	2,263,722.80
C. & N. W. Ry. Co.....	19,927,064.41
C. M. & St. P. Ry. Co.....	19,102,928.45

There was a surplus or deficit from these operations, on these roads, as follows:

Name of Company.	Amount.
N. P. Rd. Co.....	Deficit \$ 6,503,004.66
G. N. Ry. Co.....	Deficit 104,153.68
M., St. P. & S. S. M. Rd. Co.....	Deficit 394,014.69
C. & N. W. Ry. Co.....	Surplus 6,009.94
C., M. & St. P. Ry. Co.....	Surplus 67,212.20

The recapitulation of the funded debt of these roads shows bonds and miscellaneous obligations to be outstanding to the following amounts :

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 138,199,500.00
G. N. Ry. Co.....	15,000,000.00
St. Paul, Minneapolis & Manitoba Railway Company.....	84,558,484.85
Minn. St. P. & S. S. M. Rd. Co.....	30,125,850.56
C. & N. W. Ry. Co.....	130,112,500.00
C., M. & St. P. Ry. Co.....	138,801,000.00

The recapitulation of the total indebtedness of the roads for mileage owned, including capital stock, shows the following amounts to be outstanding :

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 238,058,189.41
Gt. N. Ry. Co.....	40,000,000.00
St. P., M. & M. Ry. Co.....	104,579,494.39
M., St. P. & S. S. M. Rd. Co.....	53,098,027.12
C. & N. W. Ry. Co.....	201,041,043.44
C., M. & St. P. Ry. Co.....	216,900,794.16

The total indebtedness outstanding, including capital stock, amounts, for the mileage owned, to the following per mile of road :

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 69,558.00
St. P., M. & M. Ry. Co.....	27,732.00
M., St. P. & S. S. M. Rd. Co.....	45,374.00
C. & N. W. Ry. Co.....	40,388.05
C., M. & St. P. Ry. Co.....	35,281.21

The earnings from operation in the state of North Dakota, shows the total passenger earnings for the various roads to be as follows :

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 796,344.91
G. N. Ry. Co.....	604,450.56
M. St. P. & S. S. M. Rd. Co.....	87,348.63
C. & N. W. Ry. Co.....	3,566.51
C., M. & St. P. Ry. Co.....	.....

The total freight earnings in the state of North Dakota were as follows :

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 2,078,468.00
G. N. Ry. Co.....	2,124,747.23
M. St. P. & S. S. M. Rd. Co.....	238,873.21
C. & N. W. Ry. Co.....	1,456.65
C., M. & St. P. Ry. Co.....	.....

The total gross earnings from operation in the state was as follows:

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 2,905,205.25
Gt. N. Ry. Co.....	2,730,911.79
M. St. P. & S. S. M. Rd. Co.....	377,785.85
C. & N. W. Ry. Co.....	5,053.16
C., M. & St. P. Ry. Co. (proportional).....	630,312.48

The total gross earnings in this state per mile of road was as follows:

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 3,375.08
Gt. N. Ry. Co.....	2,602.65
M. St. P. & S. S. M. Rd. Co.....	811.81
C. & N. W. Ry. Co.....	
C., M. & St. P. Ry. Co.....	

The total expense of operation per mile of road in this state was as follows:

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 2,591.82
Gt. N. Ry. Co.....	1,475.67
M. St. P. & S. S. M. Rd. Co.....	670.97
C. & N. W. Ry. Co.....	
C., M. & St. P. Ry. Co.....	

The total number of men employed in this state by the road, (excluding general officers) was as follows:

Name of Company.	Employees.
N. P. Rd. Co.....	1,501
Gt. N. Ry. Co.....	887
M. St. P. & S. S. M. Rd. Co.....	391
C. & N. W. Ry. Co.....	11
C. M. & St. P. Ry. Co. (proportional).....	403

The average daily compensation of the men employed by the roads in this state (including general officers) was as follows:

Name of Company.	Amount.
N. P. Rd. Co.....	\$ 2.01
Gt. N. Ry. Co.....	1.71
M. St. P. & S. S. M. Rd. Co.....	1.72
C. & N. W. Ry. Co.....	1.41
C. M. & St. P. Ry. Co. (proportional).....	1.95

The total mileage of the roads operated within this state was as follows:

Name of Company.	Miles.
N. P. Rd. Co.....	866.91
Gt. N. Ry. Co.....	1,051.24
St. P. M. Ry. Co.....	1,051.24
M. St. & S. S. Rd. Co.....	465.36
C. & N. W. Ry. Co.....	14.28
C., M. & St. P. Ry. Co.....	118.21

There were killed or injured in accidents along the lines within this state during the year the following :

Name of Company.	Killed.	Injured.
N. P. Rd. Co.....	12	59
Gt. N. Ry. Co.....	7	18
M. St. P. & S. S. M. Rd. Co.....	1	35
C & N. W. Ry. Co.....	0	0
C., M. & St. P. Ry. Co.....	0	0

PART II.

REPORT

OF THE

COMMISSIONERS OF RAILROADS.

PREFATORY.

The Board of Commissioners of Railroads qualified and assumed office January 3, 1893, and organized January 4, when Commissioner Peter Cameron was elected chairman. Mr. M. J. Edgerly was continued as secretary to the board until such time as the commissioners had become familiar with the routine of the office. In April Mr. Finlay Grant was chosen to succeed Mr. Edgerly as secretary, and as thus organized the board has since continued.

The relations of the Board of Railroad Commissioners with the officials of the various roads, as well as with the public, have invariably been pleasant. The attitude of the Board to the law has been that all laws affecting matters within their jurisdiction were made to be enforced, and that it was their place to demand compliance with such laws until the proper judicial authorities had declared otherwise. In this spirit they met the officials of the various roads, and were met by an equal frankness from the officials, who insisted with equal firmness for what they considered to be their legal and equitable rights. But while the Board has always found the officials firm for their own rights, they have always found them courteous and gentlemanly, and always ready to adjust fairly and promptly differences and complaints that could be shown to be reasonable. Whatever may have been the differences, there has been no friction. The relations of the Board with the public have also been very agreeable. It has been the policy of this office to make every effort to adjust differences between the public and the roads, whether these differences came within the provisions of our laws or not. As the servants of the public they endeavored to make themselves useful where an opportunity offered.

The usefulness of the Board has been greatly impaired during the present term, first, by attempts to legislate against the office, and, second, because of weaknesses in the legislation existing. Nothing can be so useless as a discredited office, and such this office has become ; nor could anything be more humiliating or disheartening to the incumbents of such an office than to be perpetually confronted with the sentiment that the office is discredited.

The experience of this board has demonstrated to them the weaknesses of the laws now existing ; but it has also convinced them, not only that the office can be one of the most useful of our state administration offices, but that in our constitution is found ample authority under which the office can work to advantage, if backed up by less complex legislation. It is not additional railroad legislation that is wanted, but sufficient legal authority under which the board can act. Laws bear no discretionary powers, and if the laws prove defective the board is powerless. On the other hand, where no special laws hamper them, the commissioners can themselves, on a thorough technical knowledge, fix reasonable rates, and adjust all other differences, subject always to the revision of the courts. A legislature is responsible to local interests largely, while a board of railroad commissioners is responsible directly to all the people. In another part of this report the commissioners will refer to this matter more at length, with legislative recommendations.

This Board, while not courting any open conflict as to the legal or constitutional authority, has considered every matter that has been properly brought before it, without regard to the doubts expressed as to the extent of that authority, and with the determination to follow the letter of the law, with exact justice to the railroads and the public, until that authority was required to be tested. Whether that necessary authority existed or not, meagre as the authority may have been, it has been treated with that measure of courtesy and respect from the railroad companies as would lead the Board to the conviction that it would be effective if brought to the test, backed by unclouded legislation.

This report embraces such details of the acts of the commission since they assumed office as are of importance and interest to the public. Some complaints have been settled through correspondence to the satisfaction of all parties concerned. In such cases, where there is no principle involved, and but little grievance, the Board has sought to bring about a compromise by mutual concessions, and in nearly all cases to the satisfaction of both parties.

WAREHOUSE REPORTS.

The failure of the attempt made by the preceding commission to enforce the provisions of Chapter 188, of the Laws of 1890, left this Board with but supervisory duties in the matter of grain warehouses, the question of the practicability of a grain inspection for this state under Chapter 188 being settled adversely by the United States Circuit Court.

Section 2, of Chapter 126, of the Session Laws of 1891, provides: "That it shall be the duty of the Railroad Commissioners of the state of North Dakota to supervise the handling, weighing and storage of grain and seeds; to establish all necessary rules and regulations for the weighing of grain and for the management of the public warehouses of the State, as far as such rules and regulations may be necessary to enforce the provisions of this act, or any law in this State in regard to same; to investigate all complaints of fraud or oppression in the grain trade of this State, and correct the same as far as it may be in their power."

In accordance with this provision the Board, at the first meeting in August 1893, took up the rules adopted by their predecessors in office, and a number of amendments were suggested. The secretary was instructed to forward copies of the Rules, with the amendments proposed, to all elevators operating in the State, and to officers of the State Farmers Alliance, with the announcement that at a meeting to be held at Fargo, August 31, any objections, amendments or additions to the rules as amended would be considered.

At the meeting at Fargo many suggestions were received, both from the elevator operators, and from farmers, and the old Rules were finally amended as follows:

Rule 1 made a preamble.

Rule 2 designated Rule 1.

Rule 3 designated Rule 2, and where "Rule 2" appears changed to read "Rule 1."

Rule 4 changed to Rule 3.

Rule 5 designated Rule 4, and the words "in the penal sum of \$15,000" in the sixth line struck out; in the eighth line the words "and not to exceed ten such warehouses or elevators, and" struck

out; in the ninth line the words "\$25,000, where one party, firm or corporation own or operate more than ten such warehouses or elevators" struck out, and insert the following in lieu thereof "\$1,000 additional for each additional warehouse or elevator operated."

Rule 6 designated rule 5, and the words "in Minneapolis or Duluth, Minn." eliminated.

Rule 7 designated Rule 6.

The last paragraph of the amended Rule 6 made Rule 7, and the words "should the party offering the same be not satisfied" struck out, and inserting in lieu thereof "too damp or otherwise unfit for warehousing."

In Rule 10, insert in the eighth line after the word "cars" the words "or other receptacle."

In Rule 15 strike out paragraph 5, and in the first line of paragraph 6 change the word "farmer" to "person."

Strike out all of Rule 17.

Strike out all of Rule 18, except the last paragraph, which is made Rule 17.

Strike out all of Rule 19.

Rule 20 designated Rule 18, and in the second paragraph the words "Scotch or Saskatchewan Fife" changed to read "varieties of Spring."

Rule 21 designated Rule 19.

Rule 22 designated Rule 20.

The most important change in these rules was that made in Rule 5, which formerly provided that "The proprietor, lessee or manager of any public warehouse or elevator doing business in this State shall file with the Commissioners of Railroads of the State a bond running to the State of North Dakota, with good and sufficient sureties, to be approved by said Commissioners of Railroads, in the penal sum of \$5,000 for one warehouse or elevator, and in the penal sum of \$15,000 where one party, firm or corporation own and operate more than one warehouse or elevator and not to exceed ten such warehouses or elevators, and in the penal sum of \$25,000 where one party, firm or corporation own or operate more than ten such warehouses or elevators," while the amended rule provides that the bond shall be "in the penal sum of \$5,000 for one warehouse or elevator, and where one party, firm or corporation own or operate more than one warehouse or elevator, in the penal sum of \$1,000 additional for each additional warehouse or elevator operated."

This change was made by the Board because of the apparent insufficiency of a \$25,000 bond for a corporation operating 40 or 50 houses. During the earlier part of the season there were two failures among elevator corporations operating in the State, and this office was so frequently questioned for information as to the bonds on file, by parties holding wheat receipts, that the importance of

securing a sufficient bond as well as the necessity for a rigid compliance with the law, was strongly impressed upon the Commissioners.

Another reason for the change was the apparent unfairness to small home corporations handling but two or three houses under the old rules. As an example may be cited the cases of a home and foreign corporation as compared under the old and the amended rules. Under the old rules the Southwestern Elevator Company, of Sheldon, Ransom county, which that year operated two houses, would be obliged to furnish a bond in the penal sum of \$15,000, while the St. Anthony & Dakota Elevator Company, of Minneapolis, operating 46 houses in the state, would be required to give but a \$25,000 bond. Under the amended rules the former gave a \$6,000 bond, and the latter a \$50,000 bond, certainly a more reasonable and fair adjustment.

As amended above the rules were adopted, as follows:

RULES GOVERNING THE OPERATION OF WAREHOUSES.

By an act of the Legislative Assembly of the State of North Dakota, approved March 7, 1891, it is made the duty of the "Railroad Commissioners of the State of North Dakota to supervise the handling, weighing and storage of grain and seeds; to establish all necessary rules and regulations for the weighing of grain, for the management of the public warehouses of the State, as far as such rules and regulations may be necessary to enforce the provisions of that act, or any law in this State in regard to same; to investigate all complaints of fraud or oppression in the grain trade of this State and correct the same as far as it may be in their power."

RULE I.

All buildings, elevators or warehouses in this State, erected or operated by any person or persons, association, co-partnership, corporation or trust, for the purpose of buying, selling, storing, shipping or handling grain for profit, are hereby declared public warehouses.

RULE II.

Any person or persons, association, co-partnership, corporation or trust, owning or operating any such building or buildings, elevator or elevators, warehouse or warehouses, as designated in Rule 1, which are now or may hereafter be located or doing business within this State, whether said owners or operators reside within the State or not, are public warehousemen.

RULE III.

Public warehousemen shall not permit discrimination with reference to the buying, receiving and handling of grain of standard grades, or in regard to parties offering such grain for sale, storage or handling at such public warehouse.

RULE IV.

The proprietor, lessee or manager of any public warehouse or elevator doing business in this State shall file with the Commissioners of Railroads of the State a bond running to the State of North Dakota, with good and sufficient sureties, to be approved by said Commissioners of Railroads, in the penal sum of \$5,000 for one warehouse or elevator, and where one party, firm or corporation own and operate more than one warehouse or elevator, in the penal sum of \$1,000 additional for each additional warehouse or elevator operated, said bond conditioned for the faithful performance of duty as public warehousemen, to protect holders of outstanding tickets, and a compliance with all the laws of the State in relation thereto—said bond also specifying the location of each elevator or warehouse operated by said individual, firm, corporation or trust.

RULE V.

Warehousemen at each and every warehouse or elevator owned or operated by them within the State, shall duly inspect, grade and properly weigh all grain received by them, either for storage or by purchase, and shall at once notify the party offering the same for storage or sale, the grade of the grain so offered, the gross weight, and the amount of dockage per bushel, if the grain is unclean, together with the market price of such grain for that day.

RULE VI.

After the inspection should any party interested in said lot of grain feel himself aggrieved at such inspection, weight or dockage, he shall then and there object to the same to the warehousemen, stating his objections specifically, and if the disagreement cannot be amicably settled between the party aggrieved and the warehousemen, then and in that event the party aggrieved and the warehousemen jointly shall thereupon sack and properly seal one-half bushel of grain, inserting a slip in the top of the sack stating the points of disagreement, and the party aggrieved shall immediately forward the same, prepaid, to the nearest Commissioner of Railroads, who will, at his earliest convenience, render a decision and determine the grade of the grain in dispute, which decision shall be final and binding upon all parties.

In case such appeal is not taken before the grain in dispute shall have lost its identity, then the right of appeal shall be deemed waived and no longer exist.

RULE VII.

The warehouseman has the option of refusing to receive grain too damp or otherwise unfit for warehousing.

RULE VIII.

Warehouse receipts must be issued upon the application of the owner or consignor for all grain received into such warehouse, which receipt shall state the date the grain is received, the quality and grade, the weight in gross and the dockage for dirt if uncleaned. Said receipts shall be consecutively numbered, and no two receipts, bearing the same number and series, shall be issued the same year.

RULE IX.

Warehousemen shall issue storage receipts to each and every person storing grain with them, which receipt shall provide by express agreement that at the option of the original holder of such receipt the kind, quality and quantity of grain for which said receipt was issued shall be delivered back to him at the same place where it was received, upon the payment of a reasonable charge per bushel for receiving, handling, storing and insurance charges, such charges to be fixed by express terms in the storage receipt at the time of receiving the grain at the elevator or warehouse, and at the time of issuing the receipt; *Provided*, That no charges shall be made for cleaning grain unless such grain shall be actually cleaned; *Provided, further*, That nothing in this rule shall be construed to mean the delivery of the identical grain specified in the receipt so presented; but an equal amount of the same grade, excepting in case of wheat placed in "special bin."

RULE X.

Upon return of any receipt, properly endorsed by the holder thereof, and the tender of all proper charges, the grain represented by such receipt is immediately deliverable in receptacle to be provided by the holder of the receipt and not subject to further charge for storage, and if delivery is not made in the order demanded, and as rapidly as due diligence, care and prudence will justify, the warehouseman shall be held to be in default; *Provided*, That storage charges shall not cease until cars or other receptacle are furnished by the holder of said receipt.

RULE XI.

Warehousemen are prohibited, under any circumstances, from mixing grain of different grades. Grain of the same grade shall be kept together and stored only with grain of a similar grade, nor shall the warehouseman attempt to deliver grain of one grade for that of another grade, or in any manner whatever tamper with grain in his possession.

RULE XII.

Upon request of any owner of grain the warehouseman may place any grain of same grade belonging to said owner in special bin, apart from grain of other owners; *Provided*, That the owner of

such grain has sufficient grain to properly fill such bin or bins; and, *Provided*, That there are vacant bins in such warehouse when wheat is offered. The warehouse receipt issued in such case shall state on its face "special bin," and state the number of said bin.

RULE XIII.

The Commissioners of Railroads of this State, or any person designated by them, have the right to enter any public warehouse in this State, to inspect its books, scales, grain and the method of doing business, and to compel said warehouse to have every facility for the proper transaction of their business under the law.

RULE XIV.

Whenever any grain shall be delivered to any person, association, firm, corporation or trust, doing a grain, warehouse or grain elevator business in this State, and the receipts issued therefor, providing for the delivery of a like amount and grade to the holder thereof in return, such delivery shall be a bailment, and not a sale of the grain so delivered; and in no case shall the grain so stored be liable to seizure upon process of any court in action against such bailee, except such action by owners of such warehouse receipts to enforce the terms of the same, but such grain shall at any and all times, in the event of the failure or insolvency of such bailee, be first applied exclusively to the redemption of outstanding warehouse receipts for grain so stored with such bailee. And in such event grain on hand in any particular elevator or warehouse shall first be applied to the redemption and satisfaction of receipts issued from such warehouse.

RULE XV.

The several warehouses and elevators doing business in this State as public warehouses are permitted to make the following charges, and no more, viz.:

For receiving, elevating, insuring, delivering and twenty days' storage, two cents per bushel.

Storage after the first twenty days, one-half cent for each fifteen days or fraction thereof, and shall not exceed five cents for six months.

The grain stored shall be insured at the expense of the warehouseman, for the benefit of the owner.

Any person selling his storage tickets to elevator company within twenty days after their date, shall pay no storage.

RULE XVI.

Every warehouseman doing business as a public warehouseman, shall cause to be kept in each and every warehouse or elevator under his charge, a blank book, properly ruled, which shall be designated "Wheat Register," in which shall be entered in ink:

First. Date of receipt of any grain.

Second. From whom such grain is received.

Third. The grade.

Fourth. The gross weight.

Fifth. The weight of dockage for dirt.

Sixth. The net weight of grain when docked.

Seventh. The price paid per bushel.

Eighth. A column for remarks: "stored" if stored; "purchased" if purchased; "appealed" if appealed from decision of warehouseman, or any other remarks that may be pertinent to the subject.

RULE XVII.

Notice to agent of changes of price shall be posted in a conspicuous place in each elevator.

RULE XVIII.

In determining the grade of grain offered for sale or storage at the several warehouses or elevators in this State, warehousemen shall be governed by the following North Dakota grades:

No. 1 Hard Spring Wheat must be sound, bright, and well cleaned, and must be composed mostly of hard varieties of spring wheat, and weigh not less than fifty-eight pounds to the measured bushel.

No. 1 Northern Spring Wheat must be sound and well cleaned and must be composed of the hard and soft varieties of spring wheat, not less than fifty per cent of the hard varieties of spring wheat and in weight not less than fifty-seven pounds to the measured bushel.

No. 2 Northern Spring Wheat must be sound, reasonably clean and of good milling quality; to weigh not less than fifty-six pounds to the measured bushel, and to include all wheat not suitable for the higher grades.

No. 3 Spring Wheat shall comprise all inferior, shrunken or dirty spring wheat, weighing not less than fifty-four pounds to the measured bushel.

Rejected Spring Wheat shall include all spring wheat that is grown, badly bleached, or for any cause unfit for No. 3 wheat.

RULE XIX.

The foregoing rules shall be kept posted in a conspicuous place in all the warehouses or elevators in this state, doing business as public warehouses.

RULE XX.

Any person, association, firm, trust or corporation or any representative thereof, who shall knowingly cheat, or falsely weigh any wheat or other agricultural products, or who shall violate any of the foregoing rules, or shall do or perform any act or thing therein forbidden, or who shall fail to do and keep the requirements as herein provided, shall be deemed guilty of a misdemeanor (accord-

ing to an act of the Legislature, approved March 7th, 1891), and shall, on conviction thereof, be subject to a fine not less than \$200, nor more than \$1,000, and be liable in addition thereto to imprisonment for not more than one year in the State penitentiary, at the discretion of the court.

Adopted and approved this 31st day of August, 1893.

PETER CAMERON, Chairman,
NELS P. RASMUSSEN,
B. B. STEVENS,

Attest: FINLAY GRANT, Commissioners of Railroads.
Secretary.

Upon the issuing of these rules the Board authorized the issuing of the following circular, which was sent to all persons operating elevators or warehouses in the State:

STATE OF NORTH DAKOTA,
OFFICE OF BOARD OF RAILROAD COMMISSIONERS. }

BISMARCK, N. D. Sept. 1, 1893.

DEAR SIR:—Herewith is forwarded to you a copy of the "Rules and Regulations for the Government of Public Warehouses," approved by the Board of Railroad Commissioners August 31, 1893. Under these rules all public warehousemen are required to file bonds with this office, as provided for by Section 5, Chapter 126, of the Session Laws of 1891, as follows:

Bond.] That the proprietor, lessee or manager of any public warehouse or elevator of this State shall file with the Railroad Commissioners of the State a bond to the State of North Dakota, with good and sufficient sureties, to be approved by said Commissioners of Railroads, in the penal sum of not less than \$5,000, or more than \$75,000, in the discretion of said Commissioners, conditioned for the faithful performance of duty as public warehousemen and a compliance with all the laws of this State in relation thereto. One bond only need be given for any line or lines of elevators or warehouses owned, controlled or operated by one individual, firm, corporation or trust; said bond specifying the location of each elevator or warehouse operated by said individual, firm, corporation or trust, and be in sufficient amount, at the discretion of the Commissioners aforesaid, to protect holders of outstanding tickets.

A penalty for failure to comply with this provision is provided for in Section 12, of the same law, as follows:

Penalty for the Violation of the Provisions of this Act.] That any person, association, firm, trust or corporation, or any representative thereof, who shall violate the provisions of any section of this act, or who shall fail to do and keep the requirements as herein provided, shall be deemed guilty of a misdemeanor and shall, on conviction thereof, be subjected to a fine not less than \$200 nor more than \$1,000, and be liable in addition thereto to imprisonment for not more than one year in the State penitentiary, at the discretion of the court.

In compliance with the above provisions you will please fill in the accompanying bond, made in such amount as Rule 4 of the "Rules" will inform you is necessary. When properly filled in it must be filed with this office, and on its approval a certificate will be issued.

By order of the Board of Railroad Commissioners.

FINLAY GRANT, Secretary.

Heretofore the rule requiring the furnishing of these bonds had not been rigidly enforced, only twenty-one bonds having been filed during 1892. The present Board made every reasonable effort to have the rule strictly complied with, and it was in furtherance of such purpose that the above circular was issued.

At the request of the Board the following form of bond was prepared by Attorney-General Standish, and forwarded to every corporation, company or individual operating an elevator or ware house in the State:

WAREHOUSEMAN'S BOND.

Know All Men By These Presents:

That.....and.....and.....of the County of and State of....., as principals and..... of the County of.....and.....of the County of..... and State of North Dakota, as sureties, are held and firmly bound unto the State of North Dakota in the sum of.....Dollars, good and lawful money of the United States, well and truly to be paid to the State of North Dakota, and for the due performance and payment of the same, we bind ourselves, our heirs, executors and administrators, firmly by these presents. In witness whereof we have hereunto subscribed our names and affixed our seal this.....day of.....189

The conditions of this obligation are such that whereas, the principal hereof is the.....of a line of grain elevators, or warehouses, doing business in the State of North Dakota as public warehousemen, with elevators or warehouses located at the following places in said State, viz.:...

That the elevators or warehouses herein named or located, are to be used and operated for the purpose of buying, selling, storing, shipping and handling grain for profit, as public warehouses, as provided by law, relating to public warehouses and warehousemen,

Now, therefore, If the said.....shall faithfully and lawfully perform their duties as public warehousemen, and comply with all the laws of the State of North Dakota relative thereto, and the rules and regulations adopted by the Board of Railroad Commissioners of said State in connection therewith, then this obligation to become null and void, otherwise to be and remain in full force and effect.

Principal. {(SEAL.)
.....(SEAL.)
.....(SEAL.)
Sureties. {(SEAL.)
.....(SEAL.)
.....(SEAL.)

STATE OF NORTH DAKOTA, }
COUNTY OF.....} ss. On this.....day of.....
189, personally appeared before me the undersigned.....and
.....and....., to me well known as
the identical persons who executed the foregoing bond, and severally acknowledged that they executed the same understandingly, and freely and voluntarily for the uses and purposes therein described.

STATE OF NORTH DAKOTA, }
COUNTY OF.....} ss.
.....and.....and.....
being first duly sworn, upon oath and each for himself doth say: That he is one of the sureties on, and who executed the within and foregoing bond; that he is a freeholder in the State of North Dakota, and a resident of the said County of....., that he is worth the sum of.....

Dollars, being double the amount of the penal sum specified in said bond, and this above his debts and liabilities; and exclusive of all his property exempt by the laws of this State from levy and sale on execution or attachment.

Sworn to and subscribed before me this day of A. D. 189

None of the bonds filed with this office have yet been called upon to protect the holders of wheat receipts. Both the Northern Pacific and Red River Valley elevator companies became insolvent, but through the receiver for the Northern Pacific Elevator Company arrangements were made to protect the holders of wheat receipts. The Red River Valley Elevator Company had filed no bond with the preceding board, so that no protection could have been had from this office had it been necessary. Early in the shipping season of 1893, and within a few days after filing a bond with this office, the Farmers' Northwestern Elevator Company, of Willow City, N. D., got into financial difficulties. Officers of the company asked to withdraw the bond, but the board declined to surrender it. The company has since reorganized, and is protecting the holders of wheat receipts. All but two or three claims have been satisfactorily adjusted, and this office is giving every assistance in having those remaining unsettled made secure, and hopes that the necessity of of action against the bondsmen may be avoided.

During the year 1893 the board received and approved fifty-eight bonds in the total sum of \$725,000. During 1892, twenty-one bonds were filed, in the total sum of \$360,000. The following is a list of the corporations or persons filing bonds with this office during that year:

Name of Company.	A'mt of Bond.
Minneapolis & Northern Elevator Company, Minneapolis, Minn.....	\$ 56,000
Monarch Elevator Company, Minneapolis, Minn.....	52,000
St. Anthony & Dakota Elevator Company, Minneapolis, Minn.....	50,000
Cargill Elevator Company, Minneapolis, Minn.....	45,000
Osborn-McMillan Elevator Company, Minneapolis, Minn.....	35,000
Northwestern Elevator Company, Minneapolis, Minn.....	34,000
G. W. VanDusen & Co., Minneapolis, Minn.....	29,000
Brooks Elevator Co., Minneapolis, Minn.....	29,000
National Elevator Company, Minneapolis, Minn.....	25,000
Atlantic Elevator Company, Minneapolis, Minn.....	21,000
Great Western Elevator Company, Minneapolis, Minn.....	20,000
James Johns & Co., Minneapolis, Minn.....	17,000
Victoria Elevator Company, Minneapolis, Minn.....	15,000
Minnesota & Dakota Elevator Company, Minneapolis, Minn.....	12,000
Andrews & Gage, Minneapolis, Minn.....	12,000
Geo. C. Bagley Elevator Company, Minneapolis, Minn.....	10,000
Helsing Bros., Minneapolis, Minn.....	11,000
L. T. Soule Elevator Company, Minneapolis, Minn.....	10,000
A. J. Hoskins & Co., Minneapolis, Minn.....	8,000
Thorpe Elevator Company, Minneapolis, Minn.....	8,000
Armenia & Sharon Land Company, Casselton, N. D.....	7,000
E. F. Osborne & Co., Minneapolis, Minn.....	7,000
Minnesota & Western Grain Company, Minneapolis, Minn.....	7,000
Empire Elevator Company, Minneapolis, Minn.....	7,000
Farmers' Northwestern Elevator Co., Willow City, N. D.....	7,000
W. A. Caldwell, Monango, N. D.....	7,000
Geo. F. Putnam, Minneapolis, Minn.....	7,000
Olson & Cox, Valley City, N. D.....	9,000
Southwestern Elevator Company, Sheldon, N. D.....	6,000
Anderson & Springen, Mayville, N. D.....	6,000
W. H. Wheeler, Minneapolis, Minn.....	6,000
Strong & Miller, Minneapolis, Minn.....	6,000
North Dakota Milling Association, Grand Forks, N. D.....	6,000
Winona Mill Company, Winona, Minn.....	6,000
Theo. Hansen, Benson, Minn.....	6,000
J. H. Matthews, Larimore, N. D.....	6,000
Tanton & Todd, Grand Harbor, N. D.....	5,000
James Bell, Minto, N. D.....	5,000
Whalen & Co., Minneapolis, Minn.....	5,000
C. E. Thayer, Minneapolis, Minn.....	5,000
S. Glover, Glover, N. D.....	5,000
J. W. Perry, New Rockford, N. D.....	5,000
I. C. Stanford, Kelso, N. D.....	5,000
Max Schultze, New Salem, N. D.....	5,000
B. F. Scovill, McKenzie, N. D.....	5,000
W. D. Haycock, Minneapolis, Minn.....	5,000
Sharon & Armenia Grain Company, Casselton, N. D.....	5,000
O'Connor & Whelan, St. Thomas, N. D.....	5,000
Christopher Bruce, Cashel, N. D.....	5,000
Thos. F. Marshall, Oakes, N. D.....	5,000
William Clone, Larimore, N. D.....	5,000
J. S. Parsons, Theed, N. D.....	5,000
H. R. Hartman & Co., Page, N. D.....	5,000
Monney & McHugh, Langdon, N. D.....	5,000
C. H. Shiels, Edgeley, N. D.....	5,000
J. H. Terrett, Petersburg, N. D.....	5,000
Lisbon Elevator Company, Lisbon, N. D.....	5,000
Farmers Grain Association, Kindred, N. D.....	5,000
Baptie & Willson, Bathgate, N. D.....	5,000
Kulm Elevator Company, Kulm, N. D.....	5,000

Up to the date of this report the board has received for the year 1894 forty-seven bonds in the total sum of \$675,000. A number of individuals and corporations have yet to file their bonds, and several that have been received have been returned for additional bondsmen, or because of some inaccuracy, and are not included, though they will undoubtedly be filed and accepted later on. The following is the list of corporations or persons filing bonds with this office during the season of 1894, with the amounts of their bonds:

Name of Company.	Amount of Bond.
St. Anthony and Dakota Elevator Company, Minneapolis, Minn.....	\$ 80,000
Monarch Elevator Company, Minneapolis, Minn.....	50,000
Minneapolis and Northern Elevator Company, Minneapolis, Minn.....	54,000
Cargill Elevator Company, Minneapolis, Minn.....	40,000
Northwestern Elevator Company, Minneapolis, Minn.....	30,000
National Elevator Company, Minneapolis, Minn.....	35,000
Osborne-McMillin Elevator Company, Minneapolis, Minn.....	34,000
Jas. Johns & Co., Minneapolis, Minn.....	81,000
Brooks Elevator Company, Minneapolis, Minn.....	28,000
Great Western Elevator Company, Minneapolis, Minn.....	25,000
Atlantic Elevator Company, Minneapolis, Minn.....	22,000
Andrews & Gage, Minneapolis, Minn.....	22,000
State Elevator Company, Minneapolis, Minn.....	12,000
Geo. C. Bagley Elevator Company, Minneapolis, Minn.....	12,000
Heising Bros., Minneapolis, Minn.....	12,000
Empire Elevator Company, Minneapolis, Minn.....	8,000
Strong & Miller, Minneapolis, Minn.....	8,000
A. J. Hoskins & Co., Minneapolis, Minn.....	8,000
Minnesota and Western Grain Company, Minneapolis, Minn.....	7,000
C. E. Thayer, Minneapolis, Minn.....	7,000
W. H. Wheeler, Minneapolis, Minn.....	6,000
North Dakota Milling Association, Grand Forks, N. D.....	6,000
James Bell, Minto, N. D.....	6,000
Amenia and Sharon Land Company, Litchfield, Conn.....	6,000
Jas. H. Matthews, Larimore, N. D.....	6,000
H. Strong, Minneapolis, Minn.....	6,000
Winona Mill Company, Winona, Minn.....	6,000
H. B. Borneman, Blanchard, N. D.....	5,000
Southwestern Elevator Company, Sheldon, N. D.....	5,000
Enderlin Elevator Company, Enderlin, N. D.....	5,000
Preston Farming Company, Blanchard, N. D.....	5,000
Max Schultze, New Salem, N. D.....	5,000
H. R. Hartman & Co., Page, N. D.....	5,000
Anderson & Springen, Mayville, N. D.....	5,000
J. H. Terrett, Petersburg, N. D.....	5,000
J. S. Parsons, Theed, N. D.....	5,000
Mooney & McHugh, Langdon, N. D.....	5,000
S. Glover, Glover, N. D.....	5,000
W. A. Caldwell, Monango, N. D.....	5,000
Tanton & Todd, Grand Harbor, N. D.....	5,000
L. C. Stanford, Kelso, N. D.....	5,000
Kulm Elevator Company, Kulm, N. D.....	5,000
H. F. Chaffee, Amenia, N. D.....	5,000
Carl Piper, Addiscon, N. D.....	5,000
Thos. F. Marshall, Oakes, N. D.....	5,000
Victoria Elevator Company, Minneapolis, Minn.....	5,000
Langdon Elevator Company, Langdon, N. D.....	5,000

The following is a detailed list of the elevators operated by the various corporations and individuals, a list of whose bonds are given above:

ST. ANTHONY & DAKOTA ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Stiles	20,000	St. Thomas	35,000
Geneseo	15,000	Crystal	15,000
Rutland	15,000	Cavalier	15,000
Havana	10,000	Edinburg	20,000
Wahpeton	10,000	Milton	25,000
Kindred	10,000	Niagara	20,000
Davenport	15,000	Mapes	20,000
Howes	15,000	Bartlett	15,000
Hunter	25,000	Crary	20,000
Greenfield	10,000	Grand Harbor	20,000
Mayville	10,000	Churches Ferry	20,000
Page	15,000	Maza	20,000
Colgate	10,000	Cando	25,000
Hope	20,000	Rolla	20,000
Erie	15,000	St. John	20,000
Galesburg	15,000	Leeds	10,000
Clifford	20,000	Knox	10,000
Portland	15,000	Rugby	10,000
Hatton	20,000	Barton	10,000
Kempton	15,000	Willow City	10,000
Manvel	10,000	Omemee	15,000
Nash	15,000	Bottineau	15,000
Hoopie	15,000	York	10,000
Calfax	20,000	Galchutt	10,000
Arthur	25,000	Absaraka	25,000
Denabrock	25,000	Emerado	25,000
Langdon	25,000	Hamilton	45,000
Clifford	35,000	Bathgate	45,000
Hillsboro	25,000	Edinburg	35,000
Hope	35,000	Milton	30,000
Northwood	40,000	Devils Lake	35,000
McCanna	25,000	Penn	35,000
Orr	25,000	Churches Ferry	60,000
Inkster	45,000	Osnabrock	30,000
Conway	35,000	Langdon	30,000
Park River	40,000	Cando	35,000
Pisak	30,000	Rolla	35,000
Auburn	40,000		

MONARCH ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Mapleton.....	35,000	Warren.....	20,000
Wheatland.....	35,000	Leonard.....	15,000
Buffalo.....	35,000	Coburn.....	20,000
Tower City.....	40,000	Sheldon.....	20,000
Valley City.....	40,000	Lisbon.....	20,000
Jamestown.....	40,000	Elliott.....	20,000
Eldridge.....	25,000	Englevale.....	30,000
Tappan.....	20,000	Verona.....	30,000
Farmington.....	15,000	Odell.....	20,000
Milnor.....	35,000	Dazey.....	30,000
Great Bend.....	25,000	Cooperstown.....	30,000
Mekinock.....	20,000	Buchanan.....	20,000
Beau's.....	35,000	Melville.....	15,000
Gilby.....	35,000	Carrington.....	20,000
Johnstown.....	25,000	Barlow.....	25,000
Forest River.....	20,000	New Rockford.....	25,000
Voss.....	35,000	Oheron.....	20,000
Grafton.....	20,000	Sykeston.....	35,000
Cashel.....	20,000	Adrain.....	10,000
St. Andrews.....	30,000	Dickey.....	10,000
Drayton.....	20,000	Grand Rapids.....	20,000
Pittsburg.....	20,000	Glover.....	25,000
Mc Arthur.....	20,000	Oakes.....	25,000
Pingree.....	20,000	Windsor.....	25,000
Ypsilanti.....	20,000	Mooretown.....	20,000
Montpelier.....	25,000	Woods.....	25,000
Valley Junction.....	20,000	LaMoure.....	25,000
Pembina.....	20,000		

MINNEAPOLIS & NORTHERN ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Harwood.....	55,000	Plsek.....	30,000
Argusville.....	35,000	Park River.....	30,000
Gardner.....	50,000	Edinburg.....	60,000
Grandin.....	55,000	Milton.....	70,000
Kelso.....	40,000	Osnabrock.....	50,000
Hillsboro.....	50,000	Niagara.....	35,000
Cummings.....	75,000	Petersburg.....	30,000
Buxton.....	100,000	Michigan City.....	55,000
Reynolds.....	80,000	Mapes.....	65,000
Thompson.....	100,000	Lakota.....	40,000
Manvel.....	35,000	Bartlett.....	30,000
Levant.....	25,000	Crary.....	35,000
Ardock.....	100,000	Devils Lake.....	70,000
Minto.....	100,000	Penn.....	50,000
Auburn.....	50,000	Cando.....	50,000
St. Thomas.....	95,000	Bisbee.....	25,000
Glasston.....	70,000	Willow City.....	25,000
Bathgate.....	45,000	Bottineau.....	30,000
Neché.....	50,000	Hague.....	25,000
Emerado.....	30,000	Belmont.....	30,000
Arvilla.....	125,000	Walle.....	25,000
Larimore.....	120,000	Acton.....	35,000
Orr.....	80,000	St. Andrews.....	35,000
Inkster.....	50,000	Drayton.....	40,000
Conway.....	30,000	Shannon.....	28,000

CARGILL ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
De Villo.....	18,000	Roseville.....	25,000
Hankinson.....	25,000	Portland.....	50,000
Lidgerwood.....	12,000	Hatton.....	45,000
Cayuga.....	35,000	Northwood.....	40,000
Dwight.....	35,000	Kempton.....	75,000
Colfax.....	20,000	Inkster.....	30,000
Kindred.....	30,000	Conway.....	30,000
Addison.....	25,000	Park River.....	60,000
Durbin.....	40,000	Page City.....	45,000
Everest.....	50,000	Colgate.....	25,000
Fleming.....	25,000	Hope.....	30,000
Ayr.....	25,000	Hobart.....	20,000
Erie.....	35,000	Sanborn.....	30,000
Oatland.....	25,000	Dazey.....	30,000
Galesburg.....	45,000	Hannaford.....	20,000
Grafton.....	50,000	Cooperstown.....	50,000
Hunter.....	30,000	Spiritwood.....	40,000
Clifford.....	60,000		

NORTHWESTERN ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Walcott.....	30,000	Auburn.....	60,000
Everest.....	30,000	St. Thomas.....	60,000
Arthur.....	60,000	Glasston.....	30,000
Blanchard.....	6,000	Hamilton.....	30,000
Hatton.....	60,000	Bathgate.....	60,000
Larimore.....	40,000	Neche.....	60,000
Edinburg.....	40,000	Belle Plain.....	35,000
Milton.....	40,000	Brookland.....	35,000
Osnabrock.....	40,000	Cresent Hill—(warehouse).....	10,000
Langdon.....	40,000	Straubville.....	35,000
Grandin.....	60,000	Riverdale.....	35,000
Hillsboro.....	40,000	Port Emma.....	35,000
Thompson.....	60,000	Guelph.....	35,000
Ardock.....	60,000	Silver Leaf.....	35,000
Minto.....	60,000	Ellendale.....	40,000
Grafton.....	60,000	Ellendale—(warehouse).....	10,000
Hope.....	30,000	Murray.....	30,000
Portland Junction.....	30,000		

OSBORNE & McMILLAN ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity. in Bushels.	Location.	Capacity in Bushels.
Towanda		Cuba	
Nicholson		Lanona	
Babcock		Valley City	
Norway Spur		Clive	
Clement		Leal	
Kilburnie		Wimbledon	
Merricourt		Courtenay	
Kulm		Bordulac	
Nantador		Carrington	
Moselle		Lemert	
Sandoun		Cathay	
Venlo		Fessenden	
Anslern		Harvey	
Lucca		Manfred	
Fingal			

MESSRS. JAMES JOHNS & CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Brinsmade	20,000	Edgeley	25,000
Minnewaukan	35,000	Edmunds	30,000
Oberon	15,000	Pingree	40,000
Sheyenne	20,000	Dawson	40,000
New Rockford	40,000	Steele	40,000
Barlow	10,000	Mapleton	25,000
Carrington	5,000	Sanborn	25,000
Oriska	25,000	Davenport	35,000
Dickey	20,000	Elliott	20,000
Buttville	25,000	Tower City	40,000
La Moure	25,000	Horace	25,000
Valley City	50,000	Lisbon	25,000
Sheldon	25,000	Bertin	25,000
Englevale	25,000		

BROOKS ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Ardeck	75,000	Kellys	25,000
Auburn	45,000	Manvel	35,000
Burton	25,000	Michigan City	30,000
Bathgate	25,000	Milton	50,000
Emerado	75,000	Merrifield	40,000
Edinburg	50,000	Mekinock	25,000
Grand Forks	55,000	Ojata	40,000
Grafton	50,000	Park River	75,000
Gilby	25,000	Thompson	35,000
Hillsboro	40,000	Reynolds	45,000
Hoop	40,000	Schurmier	20,000
Johnstown (warehouse)	10,000	St. Thomas	75,000

GREAT WESTERN ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Mapleton.....	25,000	Sheldon.....	30,000
Wheatland.....	25,000	Lisbon.....	30,000
Buffalo.....	25,000	Elliott (warehouse).....	15,000
Oriska.....	25,000	Englevale.....	25,000
Valley City.....	40,000	Dazey.....	30,000
Steele.....	30,000	Cooperstown.....	40,000
Horace.....	25,000	New Rockford.....	35,000
Leonard.....	20,000	Minnewaukan.....	25,000
Kellogg.....	25,000	Arthur.....	90,000
Hunter.....	90,000	Blanchard.....	80,000
Mayville.....	90,000	Hatton.....	30,000

NATIONAL ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Fargo (warehouse).....	10,000	Emerado.....	35,000
Saunders (warehouse).....	10,000	Gla-ston.....	40,000
Wild Rice.....	30,000	Neché.....	40,000
Hickson.....	30,000	Michigan City.....	40,000
Christine.....	30,000	Lakota.....	40,000
Bisbee.....	20,000	Bartlett.....	40,000
Abercrombie.....	30,000	Devils Lake.....	40,000
Woodhull.....	25,000	Grand Harbor.....	40,000
Wahpeton.....	20,000	Osnabrock.....	40,000
Tyler.....	25,000	Hoople.....	20,000
Sewell.....	30,000	Langdon.....	40,000
Cogswell.....	20,000	Nash.....	20,000
Cummings.....	40,000	Crystal.....	20,000
Reynolds.....	50,000	Cavaller.....	30,000
Thompson.....	50,000	Montgomery.....	20,000
Harlem.....	25,000	St. Thomas.....	30,000

ATLANTIC ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Fairmount.....	15,000	Lanona.....	15,000
Oswald (warehouse).....	10,000	Valley City.....	15,000
Hankinson.....	20,000	Stiles (warehouse).....	10,000
Moselle.....	15,000	Lidgerwood.....	15,000
Anselm.....	15,000	Ransom.....	15,000
Enderlin.....	15,000	Perry (warehouse).....	10,000
Lucca.....	15,000	Oakes.....	15,000
Fingal.....	15,000	Fullerton.....	20,000
Forman.....	25,000	Kulm.....	25,000

MESSRS. ANDREWS AND GAGE, MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
DeLamere	12,000	Murray	40,800
Hatton	40,000	Gardner	40,000
Beans	25,000	Meckinock	25,000
Forest River	35,000	Gilby	25,000
Grafton	40,000	Voss	25,000
St. Andrews	35,000	Cashel	30,000
Pittsburg	25,000	Drayton	35,000
Mooreton	25,000	Jollette	25,000
Milnor	25,000	Wyndmere	35,000

STATE ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Portland	40,000	Canton	40,000
Hoople	45,000	Cavaller	40,000
Ardock	35,000	Kelso	35,000
Crystal	40,000		

GEORGE C. BAGLEY ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Edgeley	20,000	Wimbledon	20,000
Kulm	20,000	Courtenay	20,000
Fingal	20,000	Kensal	20,000
Cathay	20,000	Fessenden	20,000

MESSRS. HEISING BROS., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Northwood	40,000	Willow City	30,000
Churches Ferry	40,000	Omamee	35,000
Maza	25,000	Bottineau	30,000
Rolla	30,000	Rugby Junction	35,000

EMPIRE ELEVATOR CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Brampton	15,000	Cogswell	20,000
Harlem	20,000	Ellendale	25,000

MESSRS. STRONG & MILLER, MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity. in Bushels.
Blackmer Siding.....	15,000	Tyler.....	25,000
Wild Rice.....	15,000	Christine.....	15,000

MESSRS. A. J. HOSKINS & CO., MINNEAPOLIS, MINN.

Location.	Capacity. in Bushels.	Location.	Capacity. in Bushels.
Forest River.....	18,000	Kelly's.....	18,000
Voss.....	28,000	Drayton.....	18,000

MINNESOTA & WESTERN GRAIN CO., MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Argusville.....	30,000	Millnor.....	15,000
Gardner.....	25,000		

C. E. THAYER, MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Silver Leaf (warehouse).....	10,000	Merricourt (warehouse).....	6,000
Monango.....	25,000		

W. H. WHEELER, MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Harlem.....	20,000	Ellendale.....	15,000

NORTH DAKOTA MILLING ASSOCIATION, GRAND FORKS, N. D.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Mayville.....	20,000	Cassleton.....	25,000

JAMES BELL, MINTO, N. D.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Minto.....	50,000	Minto.....	10,000

AMENIA & SHARON LAND CO., LITCHFIELD, CONN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Amenia.....	250,000	Rita.....	25,000

JAS. H. MATTHEWS, LARIMORE, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Kempton.....	25,000	McCanna.....	25,000

WINONA MILI. CO., WINONA, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
Oakes.....	20,000	Ludden.....	18,000

H. STRONG, MINNEAPOLIS, MINN.

Location.	Capacity in Bushels.	Location.	Capacity in Bushels.
St. Thomas.....	40,000	Canton.....	40,000

MISCELLANEOUS.

Owner and Location.	Capacity in Bushels.	Owner and Location.	Capacity in Bushels.
Mooney & McHugh, Langdon.....	20,000	Victoria Elevator Co., Castel.....	25,000
J. H. Terrett, Petersburg.....	30,000	Max Schultze, New Salem (warehouse)	10,000
T. F. Marshall, Oakes.....	15,000	Samuel Glover, Glover.....	25,000
L. C. Stanford, Kelso.....	32,000	Tanton & Todd, Grand Harbor.....	35,000
H. R. Hartman & Co., Page.....	20,000	Kulm Elevator Co., Kulm.....	25,000
J. S. Parsons, Sonora.....	18, 00	Southwestern Elevator Co., Sheldon	20,000
H. B. Borneman, Roseville.....	25,000	Preston Farming Co., Blanchard...	40,000
Enderlin Elevator Co., Enderlin....	20,000	W. A. Caldwell, Menango.....	10,000
Anderson & Springer, Mayville.....	20,000	Carl Piper, Addison.....	40,000
H. F. Chaffer, Amenia.....	20,000	Langdon Elevator Co., Langdon....	35 000

The elevator capacity operated by the various corporations and persons for the present season, so far as reported to this office, is as follows :

Line of Elevators.	Capacity In Bushels.
St. Anthony and Dakota Elevator Company, Minneapolis, Minn.....	1,589,000
Monarch Elevator Company, Minneapolis, Minn.....	1,350,000
Minneapolis and Northern Elevator Company, Minneapolis, Minn.....	2,710,000
Cargill Elevator Company, Minneapolis, Minn.....	1,211,000
Northwestern Elevator Company, Minneapolis, Minn.....	1,485,000
Osborne-McMillan Elevator Company, Minneapolis, Minn.....	760,000
James Johns & Co., Minneapolis, Minn.....	710,000
Brooks Elevator Company, Minneapolis, Minn.....	1,000,000
Great Western Elevator Company, Minneapolis, Minn.....	880,000
National Elevator Company, Minneapolis, Minn.....	980,000
Atlantic Elevator Company, Minneapolis, Minn.....	286,000
Andrews & Gage, Minneapolis, Minn.....	482,000
State Elevator Company, Minneapolis, Minn.....	275,000
Geo. C. Bagley Elevator Company, Minneapolis, Minn.....	160,000
Hiesing Bros, Minneapolis, Minn.....	285,000
Empire Elevator Company, Minneapolis, Minn.....	80,000
Strong & Miller, Minneapolis, Minn.....	70,000
A. J. Hoskins & Co., Minneapolis, Minn.....	82,000
Minnesota & Western Grain Company, Minneapolis, Minn.....	70,000
C. E. Thayer, Minneapolis, Minn.....	41,000
W. H. Wheeler, Minneapolis, Minn.....	35,000
North Dakota Milling Association, Grand Forks, N. D.....	45,000
James Bell, Minto, N. D.....	60,000
Amenia and Sharon Land Company, Litchfield, Conn.....	275,000
J. H. Matthews, Larimore, N. D.....	50,000
Winona Mill Company, Winono, Minn.....	38,000
H. Strong, Minneapolis, Minn.....	80,000
Miscellaneous.....	506,000
Total Capacity.....	15,534,000

SEED GRAIN.

The crop of the season of 1893 being a comparatively short one, many localities that felt the drouth the severest, particularly where it followed a succession of unfavorable seasons, reported many farmers obliged to dispose of seed grain in order to meet pressing necessities, who were likely to be without seed in the spring, and without the means to obtain it.

The state having on a previous occasion responded to an appeal to assist destitute farmers, this office was almost daily, in the fall of 1893, in receipt of letters urging that the attention of the commissioners of railroads be directed toward an effort to secure seed wheat for destitute North Dakota farmers, as was done in the previous instance. It will be recalled that the first experiment of the state in this line was not an entire success, and in many counties where the same experiment was made but indifferent results were reported. However, at a meeting in November, 1893, the matter was taken up and thoroughly gone over. Considering the indifferent success of previous efforts in this line, it was determined that unless there was more serious distress than the board believed to exist it would be unwise to suggest any action on the part of the State. Then there being no authority in law for such action, and no money or arrangement whereby it might be done, it was decided to be beyond the power of this board to procure seed wheat for needy farmers, save by personal intercession with elevator companies who might be willing to put out seed wheat on fall time with reasonable security. Besides, the Board was not aware that any distress was general, and felt assured that the few needy ones would find ample provision made through other channels. It hesitated to take any step that might be construed into a reflection upon the conditions existing in our state, for they believed there was less destitution in North Dakota than almost any state in the union. This conclusion proved to be well founded, for no distress was reported from any part of the state. In a number of instances the board assisted localities to make arrangements with elevator companies for all wheat on easy terms of payment. Further than that the assistance of the state was not required to aid any needy ones.

Most urgent demands, however, came from districts that were suffering heavy loss through the rapid spread of smut in wheat. There the need was not so much to directly assist the destitute, as to assist farmers to get new and pure seed at the least cost for the change. While this was not a matter directly within the prescribed duties of this office, the commissioners were satisfied, from personal experience and thorough investigation, that it was of sufficient importance to justify them in taking it up, for a state producing the best grain known should certainly put forth every effort to prevent its deterioration, when investigation proves that the means is within their reach. For a number of years considerable was heard of the presence of smut in our wheat fields, but little attention was paid to it until 1893, when it was discovered that its spread was so rapid that it had reached into almost every county in the state, causing a deterioration in the quality and selling value of our wheat. Smut had become so general as to attract the attention of eastern millers and elevator men, and their pleas were added to those of the farmers that something be done.

Before any action was taken the commissioners consulted the best authorities as to the proper course to pursue, and the plans followed were approved by professors at the Fargo Agricultural college, and by the Commissioner of Agriculture and Labor, who gave valuable assistance to the board. Two plans were considered—treatment of seed already infested with smut, and a change of the infested seed for pure seed from other localities. As all authorities united in claiming a change of seed to be desirable aside from the necessity of getting pure seed, it was determined to make especial efforts along that line. To that end the board decided to confer with the railway and elevator companies to invite their co-operation to the extent of reduced freight rates on seed grain by the railway companies, and special efforts by the elevator companies to secure pure seed at the least expense to replace the smutted seed in the hands of the farmers. When the matter was properly presented to the railroad officials their assistance was at once enlisted, and reduced rates and other concessions secured. A conference was held with representatives of the various line elevator companies in the general managers' rooms of the Chamber of Commerce, Minneapolis. The object desired to be accomplished was stated, and their co-operation was secured. Each company secured from its agents information as to the amount of pure and clean seed wheat that could be obtained at each station. This was kept on file by the companies, and by this office, and the information made use of as indicated in the circular following. In addition to this the Commissioner of Agriculture and Labor prepared a circular explaining the methods of treating smutted wheat to purify it, which was distributed with this circular of instructions:

STATE OF NORTH DAKOTA,
OFFICE OF BOARD OF RAILROAD COMMISSIONERS. } ss.

BISMARCK, N. D., February 1, 1894.

The spread of smut having caused a very serious loss to farmers, and a change of seed having been urged, the Board of Railroad Commissioners invited and obtained the co-operation of the Railroads and Line Elevator Companies in securing and shipping in pure seed.

The Board, therefore, desires to announce that arrangements have been completed whereby the Elevator Companies will sell to farmers in North Dakota, pure seed wheat grown in Minnesota, or Dakota if desired, entirely free from smut and reasonably clean, at actual cost, making no charge for handling and loading into cars; or they will go out and secure pure and cleaned seed from farmers tributary to their lines at such prices as cleaned seed can be bought for, and handle it for our farmers without cost. Farmers can, of course, use their own judgment as to the method of obtaining pure seed. All the companies have agreed to sell by sample, so that the farmers may be protected as far as possible against having foul or unclean wheat shipped to them. These samples can be secured through the local agents of the different Line Elevator Companies, who are instructed to co-operate with the farmers in securing what seed they want. In case the information cannot be obtained from the local agent the Secretary may be corresponded with (addressing him at Bismarck). When writing to the Secretary it is desirable that the name of the nearest railway station be given, as well as the Elevators operated at that point. Terms of payment can be arranged with the local agent by the deposit of money with him or with the local bank, or by a deposit of wheat checks where an exchange of seed is made, as will be done in most cases, or in any other manner that can be mutually agreed upon.

This wheat and other seed grain will be carried in car lots over the Minneapolis, St. Paul and Sault Ste Marie (Soo) road, from points between Minneapolis and Glenwood, Minn., to points in North Dakota, at one-fourth of the regular local tariff. Over the Great Northern and Northern Pacific roads it will be carried at one-half the regular local tariff between any points in Minnesota and North Dakota. The Chicago, Milwaukee and St. Paul road will give a similar rate.

Farmers who are troubled with smut in their grain, but are unable to make a change of seed, should treat their wheat by some one of the methods for killing smut germs suggested in the accompanying circular, prepared by the Commissioner of Agriculture and Labor, Hon. Nelson Williams, at the request of the Board.

FINLAY GRANT,
Secretary.

PETER CAMERON,
Chairman.

The following is the circular of the Commissioner of Agriculture and Labor:

SMUT IN GRAIN—IMPORTANT TO FARMERS AND GRAIN GROWERS.

DAMAGE FROM SMUT.

Probably few farmers in North Dakota realize the amount of loss occasioned annually by smut. In both wheat and oats the smutted heads are often unnoticed, even though constituting as much as five to eight per cent of the total number of heads. A field or neighborhood once infected by smut, it usually increases in amount from year to year, some years and in some localities more rapidly

than others. It has been shown in other states that where farmers estimated the loss from this cause to be from three to five per cent, a careful investigation showed it to be from ten to fifteen per cent; and that as a rule wherever careful investigations have been made considerable smut has been found, even though farmers had not observed it. The average loss in the entire United States from this cause is estimated to range from five to twelve per cent of the entire crop raised.

Complaints regarding smut in wheat in North Dakota are increasing, and there can be no doubt that the farmers of every county annually suffer thousands of dollars loss from this cause. While smut in oats has attracted less attention, the loss to this crop is no doubt fully as large proportionately as with wheat.

The following descriptions and methods of treatment are compiled from bulletins issued by the North Dakota Agricultural Experiment Station at Fargo, similar publications from other states, and from the Department of Agriculture at Washington.

There are two principal kinds of smut—the loose or black smut of wheat and oats, and the stinking smut or bunt of wheat.

The loose smut destroys the kernels or the entire head, and replaces them with a black powder consisting of microscopic smut spores or seeds, which usually ripen and blow away before harvest, leaving the naked stalk standing. These spores when blown away are partially lost, but some of them attach themselves to the sound heads and grains, and are sown with the seed the next year.

The stinking smut of wheat is much more harmful, as it damages greatly all wheat with which it is mixed. It consists of heads of swollen and slightly discolored grains, which contain thousands if not millions of smut spores or seeds, and when crushed are found to emit a fetid odor, which greatly injures flour made from the wheat. Enough of these grains are broken by threshing and handling to thoroughly infect the seed for the next crop.

These smut spores germinate and grow in the grain stock, feeding upon it as a parasite, and difficult to discover while the plant is growing.

Smut can be entirely eradicated and prevented by treating the seed by either of several methods, all of which are laborious for such large quantities of seed as are used in North Dakota, but nevertheless many times repay the cost of treatment. The first method, known as the Jensen, or hot water treatment, was discovered by J. L. Jensen, of Denmark, in 1887, and universally considered the simplest, cheapest and best.

THE HOT WATER TREATMENT.

This method consists in emerging the seed in water heated to about $132\frac{1}{2}$ degrees for fifteen minutes, which is found to kill the smut spores and not injure the seed in the least, but on the contrary to hasten its germination and increase its vitality.

Have two large kettles or wash boilers, with hot water, and a barrel or tub with cold water. It is best to arrange them in the arc of a circle equi-distant from a post about two feet higher than the tops of the kettles and barrel or tub, in the top of which post is a ring or a wooden or iron pin. Then have a pole or lever several feet long, with an auger hole in one end in case the top of the post has a pin, and use the other end as a handle of the lever thus made. At the proper distance from the post hang the basket or sack containing the seed to be treated, and by means of the lever you can swing it and lift it from one kettle or tub to the other, and immerse it in the water. The kettles or boilers may be set on a low cook stove, or over any kind of a slow fire.

A bushel basket will answer to hold the seed while treating it, as will a coarse gunny sack, or anything that will let the water through readily. Perhaps the best thing is a basket made from screen wire by hanging it to a proper frame. Into this basket or sack place about half a bushel of seed at a time or more if the vessels are large enough, and dip it into the first kettle or boiler for a minute and shake it about to insure a thorough wetting of all the seed. This first kettle must be heated to from 110 to 130 degrees, and the object of dipping the seed in it is simply to warm it so that it will not cool the second kettle too much when placed therein; as unless the seed is warmed first it will be difficult to keep the second kettle at a temperature hot enough to kill the smut spores. After thus plunging the seed into the first kettle for a minute and shaking it about and raising it up and down, lift it out and let it drain a moment, and then dip it into the second kettle, which is heated to 132 degrees, and allow it to remain fifteen minutes, being shaken and agitated as much as possible during the time. Great care must be taken not to let the temperature rise above 135 degrees or the seed will be injured; and on the other hand the water must not fall below 130 degrees or the smut will not be killed. If the temperature rises to 134 or 135 degrees the time of immersion should be reduced. Five minutes at 135 degrees, or ten minutes at 133 or 134 degrees, will be safe; but the best results are accomplished by immersion for fifteen minutes at a temperature of 132½ degrees. Have at hand a vessel of boiling water and another of cold water with which to regulate the temperature of the first two kettles or boilers.

After thus immersing the seed for fifteen minutes in the hot water, dip it into the barrel or tub of cold water for a moment, and spread it out to dry. Then a second portion of seed can be treated in the same way.

If thoroughly dried, the treated seed can be stored; but owing to the difficulty in accomplishing this, it will doubtless be better to treat the seed only a day or two before it is to be sown. It can be sown as soon as it has dried enough so that the grains do not stick together. Wheat will dry in a few hours so it can be sown with a

drill; but oats dry more slowly, and it may be better to sow them broadcast after treatment.

NOTES.

If a barrel is used it may be convenient to sink it in the ground two feet, so as to avoid lifting the grain so high.

If two boilers or kettles are not at hand, barrels or tubs may be substituted, regulating the temperature by dipping boiling water from a kettle.

Two good thermometers should be provided for testing the temperature of each kettle or boiler; and as many instruments are unreliable, care should be used in selecting one that has been properly tested, or the treating the seed may be a failure and indeed the seed injured.

The seed should not be allowed to stand still in the hot water long but should be kept moving by raising and lowering the pole and shaking it so as to produce as much motion in the grain as possible.

The grains will be swollen after this treatment and the drill or seeder should be set to sow a peck or two pecks more per acre—according to the amount of the swelling.

In treating oats the water may be as hot as 140 or 142 degrees if the time of immersion is reduced to five minutes.

By treating the seed in this way smut will be avoided for some years. But it will be gradually scattered from neighboring fields, by winds, by threshing machines, by storing in bins formerly used for smutty grain, by fresh manure from stock fed on smutty grain or straw, and in other ways; so that farmers should treat their seed as often as smut appears. If grain bags are used that have held smutty grain, they should be boiled a few minutes.

This treatment not only kills the smut but also materially increases the yield—the increased yield alone being sufficient to more than pay the cost of treating the seed.

The best authorities declare that if as much as three per cent of the heads of wheat or oats are smutted, the seed certainly ought to be treated.

COPPER SULPHATE TREATMENT FOR WHEAT.

This consists in immersing the seed in a solution made by dissolving one pound of commercial copper sulphate in twenty-four gallons of cold water for twelve hours, and then putting the seed for five or ten minutes into lime water made by slacking one pound of good lime in ten gallons of water. The copper sulphate solution loses strength with use, and must be replenished after each immersion or two, or it will be too weak to kill the smut spores. The time of immersion may be much reduced by making the solution stronger. Thus, by making a solution to consist of one pound of copper sulphate to one gallon of water, the wheat need be immersed only five

minutes, and a longer time in a solution of such great strength injures the seed.

The copper sulphate treatment somewhat retards the germination of the seed, and is thought to reduce the yield of the crop, while the hot water treatment hastens the germination, and increases the yield. The injury to the seed is claimed to be less if soaked but a short time in a strong solution than if immersed longer in a weak solution.

The grain should be put into a coarse sack, like a coffee sack, a bushel at a time, and immersed in a wash tub two-thirds full of the solution, and kneaded and moved about as much as possible. Care must be taken to have the copper sulphate finely pulverized, or the solution will be too weak at first and too strong afterward. In some places a strong solution of the sulphate is used and no lime water; but this practice is discouraged, as it injures the seed—especially if long soaked in a weak solution.

The drying of the grain may be hastened by dusting it heavily with air slacked lime, or land plaster, and mixing it thoroughly.

After taking the sack of grain out of the solution it should be rested on bars across the tub to drain a minute or two.

The sun or a current of air greatly assists in drying the treated grain, and it should be spread out as thinly as possible.

Those circulars were sent to the press and posted in most of the postoffices of the State. The circular on smut was in great demand by the elevator companies, and they distributed several thousand of them at their own expense.

Notwithstanding the efforts of the elevator companies, and the fact that the exchange of seed could be effected at a cost of only a few cents a bushel, there was not that general demand for pure seed that was anticipated, though in many localities the farmers generally made the change, and in each case with highly satisfactory results. The commissioners have been particular to inquire into the results, and invariably have found that those who made the change report an entire absence of smut and a grade of No. 1 Hard, while adjacent fields were heavily smutted, and grading from No. 2 to Rejected. Naturally the first attempt was looked upon as more or less of an experiment, and some even sought to discredit the efforts of this office. But the commissioners feel that the question of ridding our wheat of smut is of vast importance to the state, and their investigation during the past year convinces them that unless our wheat is freed from smut it will suffer a serious deterioration in grade. In this opinion they are heartily seconded by the Railroad and Warehouse Commissioners of Minnesota, who have strongly endorsed the position taken by this board. This matter has been closely investigated at Minneapolis, Duluth and West Superior, and Chief Grain Inspector Clausen, of Minnesota, assured this board

that the loss to the farmers of North Dakota this year through the presence of smut would startle the people if it could be computed to them in dollars and cents. We produce the world's best wheat, and it is of paramount importance that it be kept up to its high standard, and not permitted to deteriorate in quality or yield. We commend this matter to the consideration of our successors in office, and to the incoming Commissioner of Agriculture and Labor. While not strictly within the jurisdiction of this office, whenever its intercession with the railroad and elevator companies will be able to facilitate a change to pure and clean seed it should be exercised whenever the opportunity offers.

The position taken by the commissioners in their circulars relating to smut in wheat was excepted to by one or two newspapers. As touching upon this, and replying to it, we quote the following letter from Prof. Bolley, of the Fargo Agricultural College, and published in *The Fargo Argus*, as it contains much useful information that it would be well to know in connection with this question :

So far as the public is concerned, there is no great objection to one becoming humorous at the expense of others, even to the extent of committing some very assinine errors, provided the assertions of the funny person are put forth in such manner that they may not be detrimental to the interests of the public. The editor of the *James-town Capital*, however, through his desire to "roast" some one, seems to have forgotten this point in general etiquette; or perchance we are aright when it is assumed that he is ignorant of his subject, namely, wheat smut, which he took occasion to discuss in his editorial upon Railroad Commissioners. [See *Capital*, Jan. 18, or *Argus*, Jan. 20.] This is not written to defend railway commissioners or other persons, but rather to point out, to such as are unsuspecting, that the ideas advanced, in the fore named editorial upon wheat smut, only represent lack of knowledge.

Amongst other equally radical and erroneous statements this one is noted : "There is just as much germinating vitality in a hailstone or a particle of anthracite ashes as there is in a grain or particle of smut." This is an assertion that no wheat raiser can afford to believe ; and, in its purport, is at variance with facts, well known for at least fifty years. Even an editor must take it for granted that his eyes are not sufficiently good to see all things.

The smut particles found in a smutted grain of wheat consist of an aggregate of very many microscopic spores (seeds), which are just as certain to germinate and develop into a particular plant body as is a grain of corn. The mature microscopic plant body which results from that germination and development is, likewise, a thing of as definite nature as an oak tree or corn plant. Smut spores, "particles," do germinate; and, at the time when the wheat plant is two or three days old, they send their parasitic filaments into the tissues of the wheat plant. The smut filaments grow, branch and

mature throughout the wheat stalk as the latter develops, finally producing abundant spores, the smut, within the bran covering of the wheat grains upon infested stalks.

Smutted seed grain will undoubtedly produce a more or less smutted crop, in accordance with atmospheric and evil conditions just following seeding time.

If possible, every farmer should be certain that his seed wheat is free from smut. If it is not possible or convenient to procure uncontaminated seed, smutted seed ought to be treated to destroy the smut spores. This is very effectually done by immersing the grain in water, the temperature of which is kept at 130° fahrenheit.

Two large kettles or vats may be used for heating the water, in one of which the dipping of the grain can be done and the other used to furnish a supply of boiling water to be used, in small amounts, from time to time, for keeping that in the dipping vat at the required temperature. The water in the dipping vat should never be allowed to reach a temperature greater than 138° fahrenheit. Immerse the seed grain six to eight minutes.

The grain should be loosely inclosed in large loose-woven sacks. A crane or long lever which may be swung freely over the vats, provided with a hook, upon which a sack may be hung, will facilitate the dipping process.

Grain from the hot water dries readily, if quickly spread upon a dry warm floor, and those who have a suitable place in which to work can readily disinfect sufficient wheat for seed purposes, the work being done upon spare days between this date and seeding time. The cost can be much less than that required for the purchase of new seed.

The treatment here recommended not only prevents the occurrence of smut in the crop, but because of certain effects upon the seed, increases the yield. If the directions concerning the temperature of the water are adhered to, and proper care is taken in the drying of the seed, the latter will only be benefitted by the process.

This is written because the rapid spread of the stinking smut throughout the state and the great damage it is capable of accomplishing in the wheat crop are questions of extreme importance to the farming interests of the state. Furthermore all wheat growers are not in position to know that the editor of the Capital is not well informed upon the subject of wheat smut. It is sincerely hoped that none may act upon the basis of his assertions. Intelligent selection of seed and proper preparation of the soil must eventually fix the standard of quality of North Dakota wheat. Boom literature and boom methods can not be relied upon to accomplish a lasting beneficial result.

H. L. BOLLEY,
Botanist, North Dakota Experiment Station.

Jan. 21, 1894.

LOADING PLATFORMS.

During the past two years the commissioners have given the question of loading platforms for the convenience of individual shippers of grain and stock, particular attention and study; not alone to the official duty of securing these platforms where petitioned for, but to the practical usefulness of such accommodations and the style of platform of greatest utility to the greatest number. For years this question was much agitated and became incidentally a considerable factor in politics. This induced the commissioners to direct especial attention to the matter at the outset. The greatest difficulty was experienced by preceding boards in inducing the railroad companies to put in any platform accommodations, and several attempts to reach the desired end through legislation miscarried. The unwillingness of the roads was based upon their allegations that these platforms were unnecessary and would soon pass into disuse, and that there was no law compelling them to construct such platforms. The result of this conflict was that there were but few loading platforms built, the records of this office showing but 38 in the state in 1892.

At a special session of the Legislative Assembly held in June, 1892, section 1 of chapter 122, of the laws of 1890, was amended to cover the insufficiency of law claimed to exist, as follows:

SECTION 1. Railroads to build platforms—penalty—duty of railroad commissioners. Every railroad company or corporation doing business in this State shall within sixty days after notice from the Commissioners, build, erect and complete one or more platforms for the transfer of live stock, grain and other commodities, from wagons or otherwise, to cars at each and every station designated in said notice; said platforms to be erected where there will be safety to life and property. If any railroad company after receiving notice as provided for in this section shall fail, refuse or neglect to build and erect said platforms as provided for in this act, within the required sixty days, the Commissioners of Railroads are hereby authorized and empowered, and it is made their duty, to notify such railroad company to appear before them at a certain time and place to show cause, if any there be, why said Commissioners should not issue an order

requiring such railroad company to comply with the requirements of this act. Said Commissioners of Railroads shall have power after such hearing, to issue an order upon said railroad company, commanding them to build and erect such platform as contemplated by this act; providing said Commissioners of Railroads shall upon such examination and hearing, deem such platform or platforms necessary.

This authority the board considered sufficient. The Commissioners at once proceeded to obey the requirements of the law. Wishing to secure a compliance with the law with as little friction and delay as possible, they arranged to defer action upon all the petitions filed or known to be in preparation until the annual inspection trip over the various lines. At that time it was the purpose to invite the officials of each road to join the commissioners and investigate the petitions for themselves, listen to the reasons urged by the people for their demands, and become convinced of the necessity of these platforms. In accordance with this arrangement the petitioners in each case were invited to meet the Board and officials of the road on the inspection trip and present their petitions in person.

So many requests being received for the form to be used in framing petitions for platforms, this office prepared the following simple form, and had it printed:

PETITION.

To the Honorable Board of Railroad Commissioners of the State of North Dakota:

We, the undersigned petitioners, residents in the vicinity, and patrons of the station of....., on the..... railroad, do hereby pray that your honorable body do cause the.....railroad company to build, erect and complete a platform at said station of.....for the transfer of grain, live stock and other commodities, from wagons or otherwise to cars, according to the provisions of Section 1 of Chapter 123 of the laws of 1890, and amended in 1892:

.....

Copies of this form, together with the following circular, were sent to the press of the State, and through the courtesy of the newspapers announced to the public:

OFFICE OF BOARD OF RAILROAD COMMISSIONERS, }
 BISMARCK, N. D., May 25th, 1893. }

So many applications having been received by this office for forms to be used in petitioning for platform accommodations for loading grain and other products into cars, at stations in this state, this department has had such blank petitions printed, and will be pleased to forward copies of the same to any persons desiring them.

As the annual inspection of the railway lines of this state will be commenced on June 27, and continue during July, it is the desire of the Railroad Commissioners that all such petitioners, or as many as may be, shall be filed

with them before or during that inspection, so that each case may be acted upon intelligently after a personal inspection.

The blank petitions can be had by addressing the Secretary at his office, Bismarck, N. D.

PETER CAMERON, Chairman.

FINLAY GRANT, Secretary.

The petitions received before and during that annual inspection, and the disposition made of each, will be found elsewhere in this report.

After listening to several petitions, both on the trip, and presented subsequently through the commissioners, the management of the Minneapolis, St. Paul & Sault Ste. Marie road notified this office that the formality of a petition might in future be dispensed with, as they would literally comply with the law and construct a platform at every station in North Dakota, as fast as their construction crew could attend to the work, and there was any shipping at all to demand it.

By special arrangement the last day of the inspection trip over the Northern Pacific lines was devoted to a conference with General Manager Mellen, General Superintendent Kimberly and Chief Engineer Kendrick, then making an inspection of the Manitoba lines, on the matter of these platforms. After listening to the petitions presented during the week, it was agreed that the management of the road would authorize the construction of every platform petitioned for after the petition had been personally investigated by the board and reported upon favorably, the board to be the judge as to the size and kind of platform necessary.

The Chicago, Milwaukee & St. Paul Company granted every petition for a loading platform presented.

Owing to the absence of any official of the road on the inspection trip over the lines of the Great Northern, no special arrangement was made, and considerable delay was occasioned, partly owing to the lateness of the inspection trip, and partly to other causes. However, the road finally granted all the more important petitions that were favorably recommended, though they were unable, owing to the lateness of the season, to construct all of them. Upon a later inspection these platforms along the line of the Great Northern were found in many instances to be very indifferently built, and altogether inadequate. This condition was reported to the General Superintendent, and an improvement promised. These improvements have been put in at a majority of the points complained of; but, owing to the stringency of the times, the management seems averse to making any improvements that can possibly be postponed. At the outset the management of this road was vigorously opposed to putting in loading platforms. With one year's experience, Division Superintendent Evans assured the commissioners, he considered the platforms a success. Where used they facilitated the shipment of grain, and induced a keener competition from the elevator men, and

consequently a higher price, for the grain. The record of shipments of grain shows a steadily growing percentage of platform shipments.

The board discovered a great diversity of opinion as to the kind of platform to be constructed. At almost every point there were conflicting opinions as to the height best suited to the patrons of the station. Small farmers usually preferred platforms from two to three feet in height, so that the bottom of an ordinary farm wagon would come even with the loading door of a car. Bonanza farmers always preferred platforms high enough to permit them to shoot the grain into the car from the side of a grain box. In some localities nearly all the farmers loaded from an ordinary wagon box, in others they loaded from grain boxes through a side shute, and in yet others through a bottom shute, each making a different size platform most convenient. In all cases the board recommended platforms accommodating the greatest number, believing it but fair that the bonanza farmers, if they could not be accommodated by what suited the majority, and the road was not pleased to accommodate both, should yield to the wishes of those who were not able individually to build what they wanted. The style and size of platform recommended by the board in the great majority of these cases, was an earth and cinder platform, with timber sides, earth and cinder approaches, and of a length ranging from 12x32 feet to 12x64 feet. Platforms of other sizes have also been built, ranging from a height of one foot above the rail to a height of five feet, so that experience will in time demonstrate which is the most convenient and serviceable. The brief experience and investigation of this board convinces them that, while different localities may need differing accommodations, an extended driveway, elevated one foot or slightly over, and of several car-lengths, will be found to accommodate the greatest number of people and serve the widest range of use. Every such driveway put in has been entirely satisfactory, while in several instances the patrons have asked to have the shorter platform removed and replaced by the elevated driveway.

The result of the work done in this matter during the season of 1893 was that 103 loading platforms were built, a result affording much satisfaction to this office, in view of the fact that but 38 platforms had been built in all the time previous. The following table shows the number constructed by the various roads, and the total number now in use on each:

Road.	Built in 1893.	Number Previously in Use.
Great Northern Road.....	52	9
Northern Pacific Road.....	38	28
Minneapolis, St. Paul & Sault Ste. Marie Road.....	16	0
Chicago, Milwaukee & St. Paul Road.....	5	1
Total number platforms built in 1893.....	109	
Total number in use in 1892.....		38

The following is a summary and description of the platforms constructed during 1893:

On the Great Northern lines:

Timber platforms: At Lidgerwood and Fargo.

A timber machinery platform at Northwood so changed as to be used for a loading platform.

Earth and timber platforms: At Silver Leaf, Guelph, Stiles, Hoople, Grandin, Buxton, Hamilton, Manvel, Bathgate, Harwood, Argusville, Cummings, Thompson, Ardock, Minto, St. Thomas, Crystal, Canton, Ojata, Emerado, Arvilla, Larimore, Grand Harbor, Mayville, Hatton, Davenport, Arthur, Orr, Bottineau, Milton, Churchs Ferry, Penn, Conway, Willow City, Park River, Devils Lake, Rolla, Barton, Omemee, Langdon, Inkster, Osnabrock, Edinburg, Kempton, Bartlett, Colgate, Page City and Rugby Junction.

The Board learned that a number of these platforms that were built voluntarily by the road were not according to the specifications laid down in the law. In every case recommended by the board the specifications were such as are contemplated by law. Any others are without the approval of the board.

On the Northern Pacific lines: Platforms of earth mound with timber bulk head: At Gilby, Forest River, Cashel and Pembina.

Timber platforms: At Wahpeton, Wyndmere, DeLamere, Milnor, Great Bend, Bayne, Haggart, Canfield, Buffalo, Tower City and Horace.

Combination raised driveway and platform: At Melville.

Raised driveway platforms with timber bulkhead: At Sanborn, Eckelson, Urbana, Eldridge, Dawson, Steele, Woods, Berlin, Edgeley, Odell, Booth, Dazey, Hannaford, Adrian, Dickey, Glover, New Rockford, Sheyenne, Oberon and Sykeston.

On the Minneapolis, St. Paul & Sault Ste. Marie (Soo) lines:

Raised earth and cinder driveway platforms with timber bulkhead: At Mantador, Venlo, Stiles, Lidgerwood, Ransom, Towanda, Babcock, Boynton, Merricourt, Fletcher's Spur, Clive, Bordulac, Valley City, Cathay, Kensal, Lucca.

On the Chicago, Milwaukee & St. Paul lines:

Timber platform: At Wild Rice.

Earth driveway platform with timber bulkhead: At Harlem, Monango and Edgeley.

Notwithstanding the large number of platforms constructed in 1893, there were 38 petitioned for and constructed, and about that many more extended or otherwise improved during 1894. The following table shows the number of platforms that were built up to December 31, 1893, the number put in during 1894, and the total number now in use:

Road.	Total Dec. 31, 1893.	Number Built in 1894.	Total Now In Use.
Great Northern Road.....	62	20	82
Northern Pacific road.....	64	7	70
Minneapolis, St. Paul & Sault Ste. Marie road.....	16	6	22
Chicago, Milwaukee & St. Paul road.....	6	5	11
Total.....	148	38	185

By this table, it will be seen that the number of loading platforms has increased during the two years from 38 to 185.

The following is a summary and description of the platforms constructed along the Great Northern road during 1894:

A timber platform, six foot elevation, of four cars length, at Amenia station.

Earth and timber platform, of various elevations, at the following stations: Auburn, Amenia, Blanchard, Clifford, Cando, Durbin, Georgetown, Glasston, Galesburg, Kelso, Lynchburg, Michigan City, Murray, Nash, Perth, Reynolds, Rita, Towner, Walcott and York.

Platforms at the following stations were extended from one car length to two car lengths: Arthur, Buxton, Grandin, and Hamilton.

The following platforms were constructed along the line of the Northern Pacific road:

A timber platform, five foot elevation, and two car lengths, at Woods station.

Raised driveway platforms with timber bulkheads at the following stations: Oriska, Pingree, Ypselanti, Verona, Kelly's and St. Andrew's.

The platforms at Carrington and Dalrymple were extended from two car lengths to three car lengths.

The following platforms were put in on the Minneapolis, St. Paul & Sault Ste. Marie roads:

Raised earth and cinder driveways, three feet elevation, with timber bulkhead, at the following stations: Moselle, Anselm, Wimbledon, Emerick, Fessenden and Manfred.

The following platforms were built on the Chicago, Milwaukee & St. Paul road:

Timber platforms, three feet elevation, at the following stations: Abercrombie, Brampton, Christine, Saunders and Tyler.

The following is a complete list of all the loading platforms in the state, the lines on which they are located, and the capacity by cars of each:

GREAT NORTHERN RAILWAY.

STATION.	LINE.	CAPACITY.
Amenla.....	Dakota division.....	4 cars
Ardock.....	Northern division.....	2 cars
Argusville.....	Northern division.....	2 cars
Arthur.....	Dakota division.....	1 car
Arvilla.....	Dakota division.....	1 car
Ayr.....	Dakota division.....	3 cars
Auburn.....	Dakota division.....	3 cars
Buxton.....	Northern division.....	1 car
Bathgate.....	Northern division.....	2 cars
Bartlett.....	Northern division.....	2 cars
Bottineau.....	Dakota division.....	1 car
Barton.....	Dakota division.....	2 cars
Blanchard.....	Dakota division.....	2 cars
Cayuga.....	Dakota division.....	1 car
Cummings.....	Breckenridge division.....	2 cars
Crystal.....	Northern division.....	2 cars
Canton.....	Northern division.....	2 cars
Churchs Ferry.....	Northern division.....	1 car
Conway.....	Dakota division.....	1 car
Colgate.....	Dakota division.....	2 cars
Clifford.....	Dakota division.....	2 cars
Cando.....	Dakota division.....	2 cars
De Villo.....	Breckenridge division.....	1 car
Devil's Lake.....	Dakota division.....	1 car
Davenport.....	Dakota division.....	1 car
Durbin.....	Dakota division.....	2 cars
Erle.....	Dakota division.....	3 cars
Everest.....	Dakota division.....	3 cars
Emerado.....	Dakota division.....	1 car
Edinburg.....	Dakota division.....	2 cars
Fargo.....	Northern division.....	2 cars
Guelph.....	Breckenridge division.....	2 cars
Grandin.....	Northern division.....	1 car
Grand Harbor.....	Dakota division.....	1 car
Georgetown.....	Northern division.....	2 cars
Glasston.....	Northern division.....	2 cars
Galesburg.....	Dakota division.....	2 cars
Havana.....	Breckenridge division.....	1 car
Harwood.....	Northern division.....	2 cars
Hamilton.....	Northern division.....	1 car
Hoople.....	Northern division.....	2 cars
Hatton.....	Dakota division.....	1 car
Hope.....	Dakota division.....	2 cars
Howe's.....	Dakota division.....	5 cars
Inkster.....	Dakota division.....	2 cars
Kempton.....	Dakota division.....	2 cars
Kelso.....	Dakota division.....	2 cars
Larimore.....	Dakota division.....	1 car
Lakota.....	Dakota division.....	2 cars
Langdon.....	Dakota division.....	2 cars
Lynchburg.....	Dakota division.....	2 cars
Manvel.....	Northern division.....	2 cars
Minto.....	Northern division.....	2 cars
Mayville.....	Dakota division.....	1 car
Milton.....	Dakota division.....	1 car
Michigan City.....	Dakota division.....	2 car
Murray.....	Dakota division.....	2 cars
Northwood.....	Dakota division.....	2 cars
Nash.....	Northern division.....	2 cars
Ojata.....	Dakota division.....	1 car
Orr.....	Dakota division.....	1 car
Osnabrock.....	Dakota division.....	2 cars
Omeme.....	Dakota division.....	2 cars
Park River.....	Dakota division.....	1 car
Page City.....	Dakota division.....	2 cars
Plsek.....	Dakota division.....	2 cars
Penn.....	Dakota division.....	1 car
Perth.....	Dakota division.....	2 cars
Rugby Junction.....	Dakota division.....	2 cars
Ripon.....	Dakota division.....	2 cars
Rolla.....	Dakota division.....	1 car
Reynolds.....	Northern division.....	2 cars
Rita.....	Dakota division.....	2 cars

STATION.	LINE.	CAPACITY.
Stiles	Breckenridge division	1 car
Straubville	Breckenridge division	1 car
Silver Leaf	Breckenridge division	2 cars
Slotten	Dakota division	5 cars
Thompson	Northern division	2 cars
Towner	Dakota division	1 car
Willow City	Dakota division	1 car
Walcott	Dakota division	2 cars
York	Dakota division	2 cars

In addition to these loading platforms there are on the Great Northern system the following platforms, other than regular depot platforms, for freight, machinery, and other purposes, but not coming within the requirements of loading platforms :

Station.	Line.	Capacity.
Addison	Dakota division	
Ayr	Dakota division	3 cars
Belle Plaine	Breckenridge division	2 cars
Bisbee	Dakota division	2 cars
Barton	Dakota division	2 cars
Crescent Hill	Breckenridge division	2 cars
Canton	Northern division	2 cars
* Casselton	Dakota division	2 cars
Colgate	Dakota division	2 cars
Dwight	Dakota division	4 cars
Ellendale	Breckenridge division	3 cars
Edinburg	Dakota division	2 cars
Fargo	Northern division	3 cars
Fleming	Dakota division	6 cars
Grand Forks Junction	Northern division	
* Grand Forks	Northern division	2 cars
* Grafton	Northern division	2 cars
Greenfield	Northern division	
Hankinson	Breckenridge division	3 cars
Kempton	Dakota division	2 cars
Knox	Dakota division	3 cars
Lidgerwood	Breckenridge division	3 cars
Lehigh	Dakota division	2 cars
Manvel	Northern division	2 cars
Merrifield	Northern division	2 cars
Mayville	Northern division	3 cars
Neshe	Northern division	2 cars
Neshe	Northern division	1 car
Nash	Northern division	1 car
Pleasant Lake	Dakota division	2 cars
Park River	Dakota division	2 cars
Portland	Northern division	2 cars
Perth	Dakota division	2 cars
Pisak	Dakota division	3 cars
Penn	Dakota division	2 cars
Ripon	Dakota division	
Rolla	Dakota division	3 cars
Silver Leaf	Breckenridge division	2 cars
* Wahpeton	Dakota division	3 cars
York	Dakota division	2 cars

NORTHERN PACIFIC RAILROAD.

Station.	Line.	Capacity.
Adrian.....	James River Valley.....	1 car
Bayne.....	S. E. D. R. R.....	2 cars
Bean's.....	D. & M. R. R.....	3 cars
Berlin.....	Fargo & Southwestern.....	2 cars
Buffalo.....	Main line.....	2 cars
Bloom.....	Main line.....	1 car
Barlow.....	Jamestown & Northern.....	1 car
Booth Spur.....	S. C. & T. M. R. R.....	1 car
Cashel.....	D. & M. R. R.....	1 car
Cotters.....	Fargo & Southwestern.....	2 cars
Canfield.....	Main line.....	2 cars
Canfield.....	Main line.....	1 car
Canfield.....	Main line.....	1 car
Casselton.....	Main line.....	2 cars
Carrington.....	Jamestown & Northern.....	3 cars
Cooperstown.....	S. C. & T. M. R. R.....	2 cars
Brinsmade.....	Jamestown & Northern.....	2 cars
DeLamere.....	N. P. F. & B. H. R. R.....	1 car
Drayton.....	D. & M. R. R.....	2 cars
Dalrymple.....	Main line.....	3 cars
Dawson.....	Main line.....	2 cars
Dickey.....	James River Valley.....	1 car
Dazey.....	S. C. & T. R. R.....	2 cars
Elliott.....	Fargo & Southwestern.....	2 cars
Edgeley.....	Fargo & Southwestern.....	3 cars
Eckelson.....	Main line.....	2 cars
Eldridge.....	Main line.....	2 cars
Forest River.....	D. & M. R. R.....	1 car
Great Bend.....	S. E. D. R. R.....	5 cars
Gilby.....	D. & M. R. R.....	3 cars
Greene.....	Main line.....	2 cars
Glover.....	James River Valley.....	1 car
Horace.....	Fargo & Southwestern.....	1 car
Haggart.....	Main line.....	3 cars
Hannaford.....	S. C. & T. M. R. R.....	2 cars
Lowry.....	S. C. & T. M. R. R.....	2 cars
Johnstown.....	D. & M. R. R.....	3 cars
Kelloggs.....	D. & M. R. R.....	8 cars
Kelley's.....	D. & M. R. R.....	1 car
Milnor.....	N. P. F. & B. H. R. R.....	1 car
Mecklnoek.....	D. & M. R. R.....	1 car
Melville.....	Jamestown & Northern.....	5 cars
New Rockford.....	Jamestown & Northern.....	2 cars
Oberon.....	Jamestown & Northern.....	1 car
Odell.....	S. C. & T. M. R. R.....	2 cars
Oriska.....	Main line.....	2 cars
Pembina.....	D. & M. R. R.....	3 cars
Pingree.....	Jamestown & Northern.....	2 cars
Ross.....	Jamestown & Northern.....	2 cars
Stevenson's.....	N. P. F. & B. H. R. R.....	4 cars
Stevenson's.....	N. P. F. & B. H. R. R.....	4 cars
Sheldon.....	Fargo & Southwestern.....	4 cars
Sydney.....	Main line.....	10 cars
Sanborn.....	Main line.....	2 cars
Steele.....	Main line.....	2 cars
Sykeston.....	Jamestown & Northern.....	2 cars
Sheneyne.....	Jamestown & Northern.....	1 car
St. Andrews.....	D. & M. R. R.....	1 car
Tower City.....	Main line.....	2 cars
Urbana.....	Main line.....	1 car
Voss.....	D. & M. R. R.....	1 car
Valley Junction.....	Fargo & Southwestern.....	2 cars
Verona.....	Fargo & Southwestern.....	1 car
Wahpeton.....	N. P. F. & B. H. R. R.....	3 cars
Woodruff.....	S. E. D. R. R.....	2 cars
Wyndmere.....	N. P. F. & B. H. R. R.....	3 cars
Warren.....	Fargo & Southwestern.....	1 car
Woods (driveway).....	Fargo & Southwestern.....	1 car
Wheatland.....	Main line.....	2 cars
Woods (timber).....	Fargo & Southwestern.....	2 cars
Ypsilanti.....	James River Valley.....	2 cars

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY.

Station.	Line.	Capacity.
Anselm.....	Second district.....	2 cars
Babcock.....	Bismarck line.....	2 cars
Boynton.....	Bismarck line.....	2 cars
Bordulac.....	Third district.....	2 cars
Clive.....	Third district.....	2 cars
Cathay.....	Third district.....	2 cars
Emerick.....	Third district.....	2 cars
Fletcher.....	Third district.....	2 cars
Fessenden.....	Third district.....	2 cars
Kensel.....	Third district.....	2 cars
Lidgerwood.....	Bismarck line.....	2 cars
Lucca.....	Third district.....	2 cars
Mantador.....	Second district.....	2 cars
Merricourt.....	Bismarck line.....	2 cars
Manfred.....	Third district.....	2 cars
Moselle.....	Second district.....	2 cars
Ransom.....	Bismarck line.....	2 cars
Stiles.....	Bismarck line.....	2 cars
Towanda.....	Bismarck line.....	2 cars
Valley City.....	Third district.....	2 cars
Venlo.....	Second district.....	2 cars
Wimbledon.....	Third district.....	2 cars

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Station.	Line.	Capacity.
Abercrombie.....	Fargo branch.....	2 cars
Brampton.....	Harlem branch.....	2 cars
Christine.....	Fargo branch.....	2 cars
Duane.....	Edgeley branch.....	2 cars
Edgeley.....	Edgeley branch.....	3 cars
Harlem.....	Harlem branch.....	2 cars
Monango.....	Edgeley branch.....	2 cars
Sewall.....	Fargo branch.....	2 cars
Saunders.....	Fargo branch.....	2 cars
Tyler.....	Fargo branch.....	2 cars
Wild Rice.....	Fargo branch.....	2 cars

No loading platforms have been constructed on the line of the Chicago & Northwestern railway, so little of it being operated in the state.

From the above compilation it will be seen that the total capacity of the loading platforms now constructed in this state is as follows:

Great Northern railway.....	121 cars
Northern Pacific.....	154 cars
Minneapolis, St. Paul & Sault Ste. Marie railway.....	44 cars
Chicago, Milwaukee & St. Paul railway.....	23 cars
Total capacity of loading platforms.....	342 cars
Adding Great Northern platforms (misc.).....	87 cars
Total.....	429 cars

NATIONAL CONVENTIONS OF RAILROAD COMMISSIONERS.

During the incumbency of the present board two conventions of the Railroad Commissioners of the various states have been held in Washington, D. C., meeting with the Inter-state Commerce Commission. To the first of these conventions the chairman and secretary were delegated; to the last Commissioners Rasmussen and Stevens were sent to represent the board.

On April 19, 1893, the Fifth Annual Convention of Railroad Commissioners met with the Inter-state Commerce Commission at Washington, D. C. This board was represented there only by the Chairman, Peter Cameron, and the Secretary, Finlay Grant, who were delegated to act for the full board. The convention held several very profitable sessions, being especially instructive to those who, like the members of this board, lacked both experience and technical knowledge of matters connected with railway management. The following is the list of subjects considered: "Reasonable Rates," "Congressional Action in Regard to Safety Appliances," "Amendment of the Act to Regulate Commerce," "Uniformity in Railway Accounts," "Uniform Classification of Freights," "Pooling of Freights and Division of Earnings," "Abuses Caused by Use of Shippers' Cars in Railway Equipment," "Harmony in Railway Legislation," "Territorial Assignment of Statistics of Operation," "Overcharges." In calling the Convention to order the Hon. George M. Woodruff, of Connecticut, said, among other things:

* * * In glancing back over the four years since we first met here there are some matters that present themselves to us that we cannot overlook. We all remember that at that time the work of the Inter-state Commerce Commission itself had hardly passed the experimental stage. Now it has vindicated its right to live. At that time many were questioning both the right and advantage of state and national regulation. I think that sentiment has universally passed away, and the law, under which the inter-state commerce commission was organized, has, notably in the past year, received amendments which will greatly increase its efficiency, and we may ourselves feel that we have contributed something to bring about the result. At that time, also, as you know, there was absolutely no uniformity in the mode of

railroad accounting and no uniform plan or period covered in making reports. We will all agree that the basis for intelligent action is this uniform system of accounting, and, unless we can have both uniformity in time and in manner, we have nothing of value on which to rely. Now, I believe the form adopted by the inter-state commerce commission, as amended by us in our meetings, has become practically universal, and also that the time covered by the railroad companies in making their reports have very largely, though not so universally been made to conform to the time covered in this form.

I think, however, that we may say the crowning glory of our work up to this time has been the passage at the last session of congress of the act in regard to safety appliances. The work of our state commissions varies in importance in different parts of the country, and certain departments are made more conspicuous in some sections. Regulation of rates is the prominent work in some portions, while police regulations more engross others, but whatever our special duties, we all agree that this act to which I have referred is the most important one which we have secured by our action. And while so many gentlemen are entitled to praise for the services herein, beginning with our old friend, Mr. Coffin, no one will begrudge the praise that has been given our secretary for his untiring efforts, which only ceased with the passage of the act; and you will be glad to know that the legislature of his native state has so appreciated his services as to pass resolutions of thanks to him, an honor which, if I am not mistaken, has not before been conferred, except in some half dozen instances, in the history of the state of Massachusetts.

Although we have done much, the work to be accomplished is still more; the topics proposed to our consideration at this time alone would be ample to occupy our time and engage our best services and efforts for some days, and there may be other topics suggested. I feel confident that the same care and wisdom in their consideration and the same judicious admixture of progress and conservatism which has marked our past action, will characterize this meeting. Then what we do will prove an aid to wise legislation, both in our own states and by the national congress. And in this way, too, we shall aid in securing an approach, at least, to that perfection in railroad regulation, which may be said, possibly, to be the goal of our ambition.

At the opening of the Convention Chairman Cameron, of this board, was made a member of committee on order of business, and later in the convention he was made one of a committee on uniform classification of rates, to report at the next convention.

The Sixth Annual Convention of Railroad Commissioners met at Washington May 8 and 9. Commissioners Rasmussen and Stevens represented this board, and were instructed to act for the full board.

The most important discussion before the Convention was over the reports from the committee on "Pooling of Freight and Division of Earnings." The majority report was submitted by the Chairman, Hon. Peter A. Day, of Iowa, and the minority report by Hon. George L. Becker, of Minnesota. The majority reported was full and exhaustive, and made an able and plausible defense for the system of "Pooling."

The minority report against pooling, in which this board concurred, was presented by communication, Mr. Becker being unavoidably absent. As his report represents the position of this board on the question of "pooling" we append it in full:

ST. PAUL, Minn., April 30, 1894.

At the last annual convention of railroad commissioners held in Washington in 1893, the following resolution, offered by Mr. Dey, of Iowa, was adopted :

"Resolved, That a committee of five be appointed to take up the subject of the propriety of competing roads dividing between them the net proceeds of their earnings, or what is commonly known as pooling, and report to the next convention."

The committee appointed by the chairman pursuant to said resolution was: Peter A. Dey, of Iowa; John H. Reagan, of Texas; George L. Becker, of Minnesota; B. F. Chadbourne, of Maine; E. C. Beddingfield, of North Carolina.

In the official proceedings of the convention this committee is erroneously named a "Committee on pooling of freight and division of earnings."

The resolution for the appointment of a committee does not contain the word "freights." The general "subject of the propriety of competing roads dividing between them the net proceeds of their earnings, or what is commonly known as pooling," is the question which the committee is to take up, and upon which it is to report.

It is to be regretted that the committee has not been able to confer together as to the subject-matter of this report.

In offering my own views I do so with great diffidence, because they are so different from those expressed by the chairman of the committee, whose draft of a report I am considering now. His long experience, great ability, and acknowledged integrity give great force to his expressions upon any subject.

Section 5 of the inter-state commerce act refers to freight earnings, and freight earnings only. The resolution appointing this committee refers to all net earnings from whatever source derived, and we are to consider the subject of "pooling" generally. It includes "freight earnings," "passenger earnings," and "earnings from other sources."

I think the inter-state commerce act would be incomplete without Section 5. I think that the preceding sections lead up to it as a logical conclusion.

The views of my own commission, as expressed in their reply to the circular letter of the Inter-state Commerce Commission, dated November 1, 1892, are, in my opinion, the correct views. I quote this reply at length:

"The purpose of the act to regulate commerce, in our judgment, was to protect the public interests as against the acknowledged evils which had grown out of uncontrolled and unrestrained management of railways in this country. It was not framed and does not aim to protect the interests of the rights of railway companies or of their stock and bond holders. It has always been supposed that these interests and rights were abundantly able to care for themselves.

"What is expected of acts to regulate commerce and of railway commissions, both state and interstate, is that they shall guard, protect, and maintain the rights of the public in their relations to the common carriers of the country.

"If the railway corporations in their management of their affairs, subject to the laws, or, in their relations with each other, need legislation to protect their own interests or the interests of their stock and bond holders, we think it should be provided for in a separate and distinct act distinctly declaring its purpose and having these objects in view. They are justly entitled to the equal and common protection of the laws, no more, no less.

"This commission holds that the act to regulate commerce, being in terms and substance an act to restrain, control, and correct abuses which have grown up by reason of the unauthorized acts of railway managers, has no place for such protection from their own acts as common carriers now claim must be extended to them, and that such amendments to the law, which was framed solely with reference to the rights and interests of the people, will surely weaken, if it does not defeat its administration.

"To allow pooling, subject to state or interstate control, is a step towards the point where railroads are to be operated and managed under state or inter-state control. It will be followed by other necessary steps in the same direction, until the respective commissions are so overwhelmed by a vast volume of details as to be entirely precluded from giving any attention to the public welfare.

"The country has not forgotten the evils which grow out of the old system of pooling. They were evils for which railway managers were solely responsible. Congress made no mistake when it laid the ax to the root of the tree.

"It follows from what we have said, that in our opinion it is not practicable and it certainly is not advisable to amend the fifth section of the act to regulate commerce as suggested."

In my judgment the fifth section of the inter-state commerce act should not be repealed. It should be amended so as to include in its provisions all net earnings from whatever source derived.

Much might be said upon this subject, possibly not much that is new, because it has been widely discussed on both sides by many eminent men, but I content myself now with remarking that to my mind the proposition to allow "competing roads to divide between them the net proceeds of their earnings," is nothing but an effort to create under the forms of law a gigantic railroad trust. In a certain sense all railroads are "competing roads," and if such roads are allowed to make a pool of net earnings it would include all roads in the United States.

It is said that nature abhors a vacuum. It is equally true that the jurisprudence of this country abhors a "trust" and that the laws forbidding such combinations are fully in accord with the common sense and undivided sentiment of the American people.

Geo. L. BECKER.

"Resolved, As the sense of this convention, that Section five (5) of the act to regulate commerce be amended so as to read as follows:

"SECTION 5. That it shall be unlawful for any common carrier, subject to the provisions of this act, to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of different railroads or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof, and in case of any such contract, agreement, or combination, each day of its continuance shall be deemed a separate offense."

In the absence of Mr. Becker, his colleague on the Minnesota commission, Hon. Ira B. Mills, who was present, moved the adoption of the resolution submitted with the minority report, speaking as follows in defense of the motion:

MR. MILLS. I hardly feel equal to a full discussion of this subject, as it was not called to my attention until I came here today, but it seems to me that the adoption of the majority report of this committee, and a favorable action upon that report, would be a step backward in the railway legislation of this country. I think it is the experience of our country that in every town, or in every section where there is healthy competition of business, there is prosperity, or greater prosperity than where there is no competition. It seems to me that the repeal of what is known as the pooling clause in the inter-state commerce act tends to set us back by providing the means of destroying competition.

We have an illustration of the effect of a pooling system, or something like it, in our own cities, St. Paul and Minneapolis. There are at least five roads leading from here to Chicago—some of them a considerable distance shorter than others. There is nothing in the law now which prevents pooling, so far as passenger earnings are concerned. The long roads at the present time say to the short ones, if you make certain time between Chicago and St. Paul we will cut your rate; there is an agreement between them by which we are kept at least an hour or an hour and a half longer on the road between those two cities and Chicago than we would be if there was not that arrangement between the carriers. The business of our country is held back at least an hour in the matter of passenger service. Now, carry this out as to freight rates. If roads at every competing point come to an agreement for a division of the earnings, it must necessarily result in no competition between them.

It was suggested by Mr. Dey in his report this morning that interior points were suffering. I can see no reason why interior points should suffer by the law preventing pooling of freight or passengers, unless we can say that our inter-state commerce law is at fault and can not be enforced, and that most of our state railroad laws have not any power and can not be enforced, or are not enforced. They both provide that nothing but a reasonable rate shall be charged by car-

riers, and a tribunal is provided by which the rate charged can be investigated and, if found unreasonable, it can be reduced. Now, if the carrier gets a reasonable rate for transportation it certainly should be satisfied. If the carriers in the management of their business between them see fit to cut their rates for the benefit of the community it is the carriers' business and no one's else. I think at central points—where carriers center—there should be just as healthy competition as you find between merchants in your own town. It is not our business to take care of their interests. They have the brightest minds in the country to take care of their interests for them. Where there is healthy competition between them the people get the benefit of it. If they are allowed to pool their rates the people will be the sufferers.

Commissioner Knapp, of the Inter-state Commerce Commission, replied at length to the minority report, and very ably reviewed the various legal complications giving rise, first to the demand for an anti-pooling provision and now for its repeal, and defended the position taken in the majority report. This was forcefully replied to by Hon. Allen Fort, Commissioner from Georgia, as follows :

Mr. FORT. Mr. Chairman, I regret very much to disagree with the views of the distinguished gentlemen who preceded me, but it seems to me that it will be a very long step backward for this body to advocate that in the regulation of railways in the several states we should undertake to legalize pooling—or rather, I should say, to recommend that course to congress. Why, that was one of the great causes which prompted legislation in the several states on the subject of railway regulation. The idea has been crystallized in the constitutions of various states, and it has been enacted into law by several states and by this act of congress. Can it be that the people made such a mistake on this question of pooling, that instead of being illegal it should be legalized? Can it be that the public was so far wrong in its estimate of the evils of this practice that it should now, by one single act, reverse the collective judgment of almost all states.

The question of regulation is a very complex one; it is difficult to understand and more difficult to enforce. I know that we have had to abandon some ideas, notably the doctrine of competition, because it will not be insisted that competition in rates as with competition as applied to other business is practicable without violating the law, and disastrous consequences as extortion. The two great evils, extortion on the one hand and discrimination on the other, were those which all railway regulations sought primarily to prevent. Unbridled competition produces discrimination. Unrestricted power oppressively exercised produces extortion. It was, therefore, necessary to curb the one and restrict the other. When it was supposed that competition would effect the desired results, many railroads were constructed. They were built from what is known as trade centers

all over the land, and on the same principle the construction of a road was often promoted. But it was found that competition, unbridled, causes the discrimination which the gentleman preceding me referred to, and the working of rebates, drawbacks, and all the deviations whereby advantage was given to one shipper over another. The railroads themselves inaugurated pooling. They inaugurated it for their own protection, and in many places, no doubt, to this day they carry it out in a way, but I hear many complaints among railroad people of bad faith among each other. I understand, however, that in some places the railroads are held to the contract with each other.

I think the point we want to find in this question of pooling is in the arguments with which the roads would induce us to approve of it. It means the practical abolition of competition in all branches of transportation at the points of competition. I wish it understood that in discussing trusts and monopolies I am not speaking of them in the sense in which the terms are often used, to deprive capital of its just rights, for corporate capital should be considered as sacred as that of the individual. But we do know that in this age, in this day, at this hour, if there is one particular thing above another from which this country is suffering, it is monopoly, it is trusts. It is a day of trusts, consequently we find it a day of distrusts. And yet shall we legalize one of the most pernicious forms in which the trust can be made by recommending legalized pooling at points of competition? It seems to me that we will abandon one of the greatest principles that we hold on this subject of regulation. In my state it would be impossible to permit pooling, because our constitution prohibits it in expressed terms, in terms even stronger than the act of congress. I could not, with my convictions upon the subject, be willing to recommend to this convention a departure from what I believe to be a sound principle, founded not only upon the constitution of the state of Georgia, but those of other states. I have read with interest the very able report submitted upon this question, and I fail to agree with my learned friend who thinks this clause in the act has no place there, that it is incongruous with it. To my mind it seems to be there logically, to be necessary to the very spirit of the law. The legalizing of pooling would tend to destroy the very competition which now exists among the railroads and which has been of so much advantage.

The inter-state commerce commission should be invested with the rate-making power—the power to make a maximum and minimum rate. If it has not that power, congress would confer it. Whatever is beyond the maximum or below the minimum would then be illegal.

They would not at the points of competition fix the rate. They would not have time, with all their indefatigable industry, to determine whether or not the rates upon the thousands of articles upon which rates are fixed are just, or to fix the rates at the thousands of

places in this great country ; but if they had the rate-making power the law would be almost self-executory. You could go to the courts, they could complain to the commission of the violation of rates that had already been established as just and reasonable, whereas they only determine now upon the rate fixed by the railroad companies themselves. They would remove the difficulty in regard to pooling ; but if we legalize it, if we take this step to give the sanction and approval of law to so convenient and common a means of combination, of promoting monopoly, we will strike down, to my mind, one of the greatest securities that the people have under railway regulation.

It is in vain to talk of the facility with which they can practice a fraud upon the public by giving an advantage to this one or an advantage to this commodity or that locality, secretly or illegally. The opportunity would be equally as great if pooling were legalized. The very men who are regardless of the law and of the rights of his competitor would be equally regardless of their duty to other railroads and to the public, and still continue, to the same extent, to deceive and impose upon each other. Why, it is a common thing to hear of these railroads complaining against each other. Take the Southern Railway and Steamship association, and I doubt not the Western Traffic association, and others throughout the land. They are great pooling combinations, in my opinion illegal (but that is not here for discussion now), but reduced to the last analysis that is what they are—and yet we find them constantly complaining of violations of these among themselves.

So I say, if their experience in this respect goes for anything, we can not evade the troubles that it is supposed will be gotten rid of by the legalizing of pooling.

I think, therefore, that the report of the minority should be adopted. Certainly we can not go so far as to absolutely and unconditionally recommend the repeal of this section without any substitute legislation outlined or provided for. To relieve the railroads, in other words, Mr. Chairman, exactly where they were at the time of the adoption of this act, to leave one of the crying evils which produced its adoption, at least not prohibited by law and impliedly sanctioned by it, I think would be abandoning the great principles upon which these statutes were founded.

There are other and better arguments that might be made, but I do not know that it is necessary to discuss the details of this matter further. I regret that I have not been able to state in more satisfactory form the views I have on this subject. My convictions are strong, but I realize that I have not been sufficiently prepared to present them as they deserve to be.

The discussion was closed by Commissioner Dey of Iowa, in defense of the majority report.

The vote was taken at an exceedingly inopportune time, at the opening of the morning session, when the attendance was very small

The minority report was rejected by a vote of 19 to 8, and the convention went on record as favoring "pooling." This recommendation has since been favorably voted upon by congress.

At this convention Commissioner Stevens was made a member of the committee on order of business and of the committee on legislation, and Commissioner Cameron retained on the committee on uniform classification of rates.

The commissioners desire here to repeat what they said in a special report to the governor in 1893:

When the proper interest is enlisted these conventions are a most useful school for the interchange of theories and experiences, the development and correction of legislation covering the question of transportation, and the discussion of proper methods in the relations existing between the commissioners and the various common carriers. The delegates returned from the convention with a stronger appreciation of the importance of their duties, and a greater conviction of the mistake that was made by our state constitution in providing for a new and inexperienced commission at each biennial election. There is no office in our state where experience and technical knowledge are so necessary.

WHEAT RATES.

During the season of 1893, owing to the great shrinkage in the value of our grain products, due to the serious financial panic of that year, it was suggested that efforts should be made to secure a reduction of freight rates, upon the theory that the roads should share with the farmer a small portion of that shrinkage by way of a reduction on the freight rates on grain. The rates from primary points in North Dakota to terminal points in Minnesota and other states being inter-state rates, and so outside the jurisdiction of the board, it was deemed advisable that whatever action was taken should be in concert with the Boards of Railroad Commissioners of South Dakota and Minnesota. The secretary was therefore instructed to forward the following communication to the Railroad and Warehouse Commissioners of Minnesota:

August 19, 1893.

To the Honorable Board of Railroad and Warehouse Commissioners, St. Paul, Minn.:

DEAR SIR:—It has been suggested to this board that the commissioners of the states of North and South Dakota and Minnesota should take concerted action to urge upon the management of various roads operating in these states that a lower rate be made for the shipment of wheat this fall. It is thought that it is unfair to make the farmer stand all the shrinkage in wheat values that this panic involves. Even a moderate rate reduction would mean much to the farmers in a season when the balances are all on the loss side of the ledger.

As to the practicability of such action this board would be inclined to accept the judgement of your more experienced board. If it was thought practical the two Dakota commissions might meet with you to urge the matter on the roads in person. This board will be pleased to hear from you in the matter.

Very respectfully,

FINLAY GRANT, Secretary.

A similar letter was sent to the South Dakota commissioners, but elicited no reply. The Minnesota commission replied as follows:

August 22, 1893.

Finlay Grant, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR:—This commission is in receipt of your valued favor of the 19th inst., suggesting a conference between the commissioners of North and South

Dakota and Minnesota to consider the subject of reduction in freight rates for the transportation of grain from the several states—based primarily upon the great decrease in the value of these products.

We are greatly obliged to your commission for the suggestion and for the invitation to this commission to take part in such conference. We are inclined to think that a comparison of views upon this subject will result in great good to the work we have in hand, even if we do not accomplish a present reduction of rates.

We suppose if anything is to be attempted in this direction, that it must needs be done with the railway companies by means of argument and persuasion, rather than by an appeal to the law and the courts.

It occurs to us that in the first instance the conference should be between the North Dakota commission and this commission. The presence of the South Dakota commission would bring into such a meeting more prominently the question of rates to Chicago, which might tend somewhat to embarrass us. If we can do anything on rates from North Dakota and Northern Minnesota points to the head of Lake Superior, rates to other points would have to adjust themselves accordingly.

If these views are in accord with your own we would suggest that your commission and this commission meet together at some convenient point as soon as might be, say early in September. In case you agree upon these points we are willing you should name the time and place. Give us as much notice as you can, and we will keep the appointment.

By order of the commission,

A. K. TEISBERG, Secretary.

In line with the suggestions of the letter a conference was arranged with the Minnesota commissioners at their office, September 12th, when a representative of the Great Northern Railway, as the principle carrier of grain in the territory interested, was called before the conference. The matter was ably presented for the conference by Commissioner George L. Becker, of the Minnesota board, who cited all the points favorable to the position of the conferees. Mr. Mohler, the general manager of the Great Northern road, replied, giving no definite hope of favorable action, and cited the fact that the financial depression made it harder than ever for the roads to make such concessions. Mr. Mohler agreed to submit the matter to the general management of the road, and give it careful consideration; but no favorable action was ever taken. It would seem as if the conference had resulted in no immediate direct good, aside from the fact that it demonstrated the possibility of concerted action to secure such favors in the future, when the concession asked for is not covered directly by law.

Of course the North Dakota commissioners had no power under the law to act in the matter of grain rates, other than purely local rates. The Minnesota commissioners had such power, both primary and terminal points being within the state; and shortly after the date of that meeting a case in line with the object of the conference came before that board. It was a petition for a reduced rate on wheat from Crookston, drawn up by Elias Steenerson against the Great Northern Railway company. The hearings in this case attracted considerable attention at the time, and as the matter was of direct concern to this state, inasmuch as a reduction of rates to Crook-

ston would almost certainly necessitate a reduction to North Dakota points, this board was represented during a part of the hearing.

This case was pending before the Minnesota commission for almost a year. In the meantime another season of low prices for grain products came around, and the agitation for lower freight rates was renewed. This agitation was organized at a meeting called at Mayville, in Traill county, and which was attended by some of the largest grain producers of the state. A committee was formed, of which Datus C. Smith, of Blanchard, was chosen president, and C. L. Heiser, of Mayville, secretary.

This committee organized a creditable and systematic campaign. A petition was drawn up, directed to the Great Northern Railway company, praying for a reduction of three cents a bushel on wheat to Duluth and Minneapolis. Accompanying these petition blanks, was a circular explaining the object, and the justice of the demands, both being widely distributed and largely signed throughout the state. To aid in this agitation an explanatory circular was sent to the press of the state, of follows:

DEAR SIR: Herewith we hand you a copy of a petition which has been and is being widely circulated and signed throughout each county in North Dakota, traversed by the Great Northern Railroad. It fully explains the object sought to be attained.

Now we think the people of this section—we might say state—should emulate the successful policy of the Minneapolitans—not to hesitate in asking for what they want and are entitled to, and having asked for it, leave no fair means untried to obtain the desired result. The farmers are in dead earnest in this matter, as they feel that the cost of laying down their product in the Minneapolis and Duluth markets must be greatly reduced, or they must cease to raise wheat. No one will dispute the fact that the prices obtained at the terminal points for our products in all equity justify us in asking for a reduction in the carrying charges on the same, and but little study of the interstate commerce laws is required to convince anyone that we are also legally entitled to such a reduction, as it is distinctly stipulated that "charges for transportation service should have reasonable relation to cost of production," and the act to regulate commerce declare, "every unreasonable charge unlawful."

Now the success of every line of business in this state depends on the prosperity of the farmer, the newspaper business not excepted. You newspaper men can help this matter—so vital to the whole state—along greatly, if you are willing to do so, and as our success means your success, we have no doubt you will give us your hearty co-operation in thoroughly agitating the matter. We hope to enlist most of the newspapers in the state in our cause.

COMMITTEE ON LOWER FREIGHT RATES.

Per J. S. WEIBLE,
Chairman Press Committee.

When sufficient signatures were obtained, the petition was sent to James J. Hill, president of the Great Northern Railway Company, accompanied by the following letter:

MAYVILLE, N. D., July 28, 1894.

Mr. J. J. Hill, President Great Northern Railway Line, St. Paul, Minn.

DEAR SIR:—Enclosed please find copies of a petition for lower freight rates, adopted at a meeting of farmers in Mayville, July 7th inst.

There is much that might be said by us in this matter, but we feel sure that you are well aware of the situation, and the hard lines upon which we are fallen.

We beg to assure you that this is no unreasoning, anti-railroad agitation. It is meant as a temperate, but earnest appeal, by which we hope to call the serious attention of yourself and associate directors to our urgent need of relief.

These petitions have but just begun to circulate, but with the hope that delay may be avoided, and that a reduction in rates may be made on the present crop, we send the few petitions that are already in, without waiting for the larger number which will follow.

We are a committee with this matter in charge, with Charles L. Heiser of Mayville, N. D., as Secretary.

We hope that this will receive your early consideration.

Yours respectfully,

DATUS C. SMITH, President,
C. L. HEISER, Secretary.

Following is the substance of the petition which accompanied this letter:

To the President and Directors of the Great Northern Railway Company:

GENTLEMEN: We the undersigned farmers of North Dakota, respectfully petition you to make a substantial reduction in the freight rates on your lines, on wheat and other and all farm products. We believe that justice demands such a reduction.

We believe that the prosperity of the Great Northern Railway company ought to bear a closer relation to the prosperity of the people who produce its business, than has subsisted during the past few years. While there are many evidences of your prosperity during this time, there are many evidences of our lack of it. Since October, 1889, the average farm price of our wheat has declined from 91 cents per bushel to 50 cents per bushel, while your rates for carrying that wheat to market have been reduced during these five years of declining prices, less than one cent per bushel. This we believe not to be in fair proportion. We believe that as our relations are mutual, you ought, ere this, to have shared with us a greater part of the burden of low prices, that has rested so heavily upon us—and in the same manner as we have done, namely by a reduction of profits. We feel that in view of the very slight reduction in rates during the past five years, nothing short of an average reduction of three cents per bushel on wheat to Duluth and Minneapolis, with other farm products in proportion, will give us rates that are just and reasonable.

This board having had the matter up with the Minnesota commission, conferred with those interested in this petition, and arranged for a formal conference at Fargo, at which representatives of the petitioners, and others interested, might meet with officials of the various roads operating in the state, and there present and discuss their demands. Accordingly the conference was held at the Hotel Metropole, Fargo, August 23.

There were present, representing the roads, General Solicitor M. D. Grover, and a representative of the traffic department, for the Great Northern; General Manager J. W. Kendrick and General Freight Agent Moore, for the Northern Pacific; General Traffic Manager W. L. Martin, for the Soo; and Assistant Traffic Manager Jones, for the Chicago, Milwaukee & St. Paul.

Railroad Commissioners Becker, Mills and Liggett, and Secretary Teisburg, of the Minnesota Railroad and Warehouse Commission, were also present, and participated in the hearing, being especially interested in the testimony presented, being then preparing their decision in the Steenerson petition for a reduction of wheat rates. Mr. Ward Ames was present as a representative of the Duluth Board of Trade. Mr. James Johns, of the new Northern Pacific line of elevators, was also present.

For the farmers there were present Messrs. J. L. Grandin, Oliver Dalrymple, Col. C. A. Morton, Secretary C. L. Heiser, Hon. J. S. Weible, Hon. Walter Muir, E. M. Upson, and several others of the largest grain producers of the state.

The commission stated the object of the conference, explained the work previously done in the matter of securing lower rates, and the disabilities that made it impossible for the board to exercise any jurisdiction in the matter, owing to the inter-state character of the rates sought to be lowered.

Mr. Heiser related the history of the agitation for lower rates, stated the necessity for them and concluded by reading the petition, signed already by 2,000 farmers of the state, praying the Great Northern road to reduce its rate to terminal points. Mr. Heiser pointed out that wheat had declined in five years from an average of 91 cents a bushel to 50 cents, and that in that time freights had declined but 1 cent a hundred.

Mr. Grandin said he was not familiar with the comparative rates of different roads, but he was familiar with the cost of raising wheat, and he was prepared to prove that it was raised at a loss at present prices, and unless better prices were obtained and freight rates were reduced farmers in the Red river valley would be obliged to quit raising wheat. He estimated the cost of operating a wheat farm at \$6 an acre, which, with the interest, machinery, etc., put the actual cost at \$6, requiring over 20 bushels an acre at 45 cents a bushel to even cover the expense. Farmers to whom he sold land could not even pay interest, and had to borrow money to meet operating expenses. A few years ago it required one-eighth of the value of a bushel of wheat to pay the freight. It now requires about one-quarter. Mr. Grandin thought freight rates could be materially reduced and still leave the roads a just and reasonable rate.

The case having been fully stated for the petitioners, Mr. Grover, on behalf of the Great Northern Railway company, was requested to make a statement of the position of that company. At considerable length Mr. Grover explained the position of the road, the condition of its business, and the effect of a reduction such as the farmers petitioned for, maintaining the impossibility of the road to make even a reduction of one cent a bushel without bringing disaster to the road from a financial standpoint. He produced a vast array of statistics, many of them startling in their character to the petitioners, and which he agreed to verify by written and tabulated

statements to be filed with this office to be incorporated in this report. However the statement was never filed, though repeatedly asked for by this office, and the forms of this report held open for it until ready for press.

Following Mr. Grover, General Manager Kendrick spoke on behalf of the Northern Pacific Railroad company. Mr. Kendrick's statement he has since submitted to this office for publication in this report, as nearly verbatim as possible:

MR. KENDRICK: I have been unable to prepare an elaborate statement based upon figures, as to the cost of our road, the expense of operation, and the results within the state of North Dakota. A few days ago, while coming east, I received, among many other clippings and papers which come to my office, one of the standard editorials of a North Dakota newspaper, which stated that, had the railroads been wisely and honestly constructed and managed, they would have been able, during the years of large and profitable business, now past, to create a surplus which would enable them to meet the farmer's present necessity, and grant the reduction in rates called for, etc. I thought, after reading the editorial, that the Northern Pacific Railroad is in an ideal condition, both from the standpoint of the editor, and the politician. It shed all its obligations a year ago, at which time it went into the hands of the receivers. Since that time it has not been obliged, or able, to earn the interest on any particular capitalization. As a matter of fact, it has endeavored to pay interest upon various securities and evidences of indebtedness, amounting to sixty-seven millions of dollars, and its disbursements on this account, represents annually interest at 6 per cent upon a valuation of \$14,700 per mile of its system. There is not one here present who will not agree with me that, taking the road, with its valuable terminals and equipments, it would be justified in paying interest upon twice \$14,700 per mile, if it were able to do so. I said that we endeavored to pay this interest; as a matter of fact, in June last, the interest on the first mortgage bonds being due on July 1st, the receivers found themselves without means with which to meet this obligation, and were obliged to borrow from the reorganization committee, the sum of one million dollars, in order to make up the deficiency, which sum, together with an additional sum of \$1,300,000 was required for the payment of interest on the same bonds on the first of January next, and the money required to meet various other obligations; that is, interest on receivers' certificates, payment of current indebtedness for operation, etc., during the months prior to January 1st, 1895. Any decrease in rates will make it impracticable for the road to meet these obligations, and it will be necessary for it to default upon the interest on its first mortgage bonds, which amount to only \$46,943,000.

It must certainly be conceded that the company is entitled to rates which will enable it to pay the interest on these bonds. It would not, of course, be fair to charge for the carriage of the wheat

a sum sufficient to produce the entire amount required for these interest payments, if at the same time, lower rates were charged for other products and commodities. The average rate received by the road for the transportation of wheat, is practically a cent per ton per mile. The average rate received by the road for the transportation of all products and commodities, for the transaction of its entire business, in fact, is practically one cent per ton per mile. Therefore it appears that wheat is only called upon to bear the average rate charged for all transportation.

The farmers of North Dakota are not alone in making a demand for a reduction in the rates upon wheat. From Lake Superior to Puget Sound, in every state, the producer clamors for a reduction in freight rates, claiming that so great has been the decrease in the value of his product, or output, that he can no longer afford to pay the rates that obtained twenty years ago. The wool growers of Montana now receive but 9 cents per pound for wool, whereas three or four years ago he received 27 cents; the silver miners receive 65 cents an ounce for their silver, whereas three years ago they received from a dollar to \$1.20; the producer of hops receives but one-third of the price of three years ago for his product; the manufacturer of lumber has to meet, not only a reduced price, but a limited demand. The fact is, that the depression affects everyone, and the railroads as much, if not more, than the producer.

I have with me a statement showing the earnings of the road from July, 1893, to May, 1894, both inclusive, as compared with the corresponding period in the previous years; The earnings from July, 1892, to May, 1893, are \$22,042,462.92; the earnings from July, 1893, to May, 1894, are \$15,641,810.24; a decrease of \$6,400,652.68, or 29 per cent, which is practically the same shrinkage that has occurred in the business of every industry and enterprise in the north-west.

During the same periods, the operating expenses were as follows: For the first period, \$13,209,173.41; for the second period, \$10,714,930.12; a decrease from second period of \$2,494,243.29, or over 18 per cent.

It must certainly be apparent to each and all of you, and especially to the railroad commissioners, that the management has made the most strenuous endeavors to reduce expenses. Singularly enough, our attempts in this direction, which involve, among other plans for the relief of the situation, a decrease in the rates of pay of our employes, met with strenuous opposition in nearly every community through which we pass; so that upon one hand we are bidden to maintain the wages paid during times of prosperity, and on the other hand we are called upon to reduce the rates to a point which will enable the farmer to make fair profit upon his products: in other words, the producer who has suffered from the operation of the hard times takes the position that the railroad should insure its employes against sharing the burden under which he is laboring.

The only construction that can be placed upon the position taken by the citizens of this and other states is that the railroad is considered a paternal institution. But how far is this paternalism to extend? If the railroad is expected to underwrite the risk of the farmer in the prosecution of his business, how far is it expected to do so? I hold in my hand an issue of the St. Paul Dispatch, which contains two articles which are pertinent to the present situation, and to which I beg briefly to allude.

First, is a statement concerning the prolific yield of hops in Germany and Europe during the present season, which makes it altogether unlikely that there will be any call for the American product, except at greatly reduced prices.

Second, is a statement concerning the construction of the Trans-Siberian railroad, and the effect that this will have upon the price of wheat in the markets of the world. This article states that the completion of that section of the road already under construction, will enable Russia to export thirty million bushels of wheat this year.

A few months ago, a friend of mine, who takes a great interest in all economic problems, a man whom many of you know—Mr. George S. Morrison, the noted engineer, the man who built our Bismarck bridge, who has recently circumnavigated the globe, while calling upon me, indicated upon the Canadian Pacific map of the world, with which you are all familiar, the route of the proposed Trans-Siberian railroad. He indicated the boundaries of the territory, equal in area, apparently to one-half of the United States, and said that this territory is admirably adapted to the culture of wheat. "With Asiatic labor content with pay upon which our laborers cannot live, with modern farming appliances, will not these people be able to produce wheat at prices with which the farmers of the northwest cannot compete? Then again, take into consideration the extensive wheat fields of the Argentine Confederation, cultivated by Italians, and other European labor of the lower elements, content with wages of 20 cents a day, and already producing for export vast quantities of grain. What, under such circumstances, can be the future of the states of Minnesota and Dakota?" To which I replied, that what might be at first considered a dire calamity to these two Northwestern states, would, in my opinion, eventually prove a blessing; that they must in time reach the condition which had confronted every state from Ohio westward, when the culture of wheat will no longer be possible, and it will be necessary for the farmer to turn his attention to diversified farming; that Ohio, Michigan and Wisconsin, southern Minnesota and Iowa, had all pursued wheat culture until it was proved that they could no longer do so, except at an absolute loss; that every farm in southern Minnesota, during this period, bore at least one mortgage, and many of them two, and Iowa was one of the poorest states in the union, but during the present period of depression, these districts have served to sustain the jobbing interests of St. Paul and Minneapolis; that the farmers in Southern Minnesota

and Iowa are prosperous and well-to-do, and I believed that the time would come when a similar change would be worked out in Minnesota and Dakota.

I further stated that it was expedient to make what they were pleased to call a "relief rate" and gave our experience of last year in Washington, when we felt called upon to relieve the farmers, whose crops were practically ruined by the unprecedented rains that occurred during harvest; that in consequence of our reduction of a dollar a ton in the transportation charge upon wheat, they were able to move their product, and that this year we were met with a demand for reduced rates because we had made a reduction last year; that if Russia had thirty million bushels of wheat to export this year, it might happen that its wheat for export would amount to sixty million bushels for next year; that the price of wheat in Dakota might be further reduced from 43 or 44 cents this year, to 35 next year, in which case, even if it were possible for the railroad companies to make a further reduction (which it was not) and if the farmers were thereby relieved, it will next year be found necessary to make a further reduction, in order to insure them any profit; that it was, therefore, impracticable for the railroads to stand in the position of assuring the farmer against loss in raising wheat, or any other product; that the railroads were bearing their full share of the burden, and could not, legitimately, be called upon to do more.

I concluded by stating, that the interests of the railroads and the community were identical, since the prosperity of the first depended directly upon that of the second; that this doctrine had always been preached and observed by the Northern Pacific Railroad, which had repeatedly come to the rescue of the farming communities of North Dakota and other agricultural states, with reduced rates for seed, for fuel, and for other things necessary for the transaction of their business and their comfort, but that the limit had been reached, and that a further reduction in freight rates upon the products peculiar to the country through which our line passes, meant a hopeless and continued insolvency.

The secretary read the following statement from General Manager Underwood, of the Soo road:

MINNEAPOLIS, Minn., August 20, 1894.

Mr. Finlay Grant, Secretary Board of Railroad Commissioners, Bismarck, North Dakota.

DEAR SIR: Replying to your favor of late date, wherein you ask if our company will be represented at a meeting to be held at Fargo August 23, I beg to say that this letter will be handed you by our representative.

Upon the assumption that the meeting is called to discuss the propriety of reducing our grain (and perhaps other) rates in North Dakota, I beg to herein outline the position of our company:

First, they built a railroad through North Dakota without any assistance whatever, having neither land grant, local aid or contributions of any character. The road is there to speak for itself. It can be safely said, without egotism, that it has no superior and few equals, in point of physical excel-

lence. It cost more to build and equip than it was bonded for, and the consequence is a floating debt. It is honestly built, and the items of its cost are open to the inspection of your commission at any and all times. Up to this time it has never paid the interest on its bonded indebtedness of \$20,000 a mile, at four per cent. (The persons who guaranteed the interest on its bonds for a term of years have so far been forced to assess themselves to make their guaranty good.) During many months of the past year it has not paid its operating expenses. As a business proposition it cannot, in justice to its owners, entertain the plan of a reduction of rates. Please bear in mind that it is not attempting to pay interest on water. Our company, in common with the people of North Dakota, are great sufferers from the depression in business.

□ It is but natural that the community, in times of depression, seek for relief. To that sentiment is due their agitation, and the agitation of the press, which is the reflex of the sentiment of the community. It would, in my opinion, be a great injustice to the railroads at this time to insist on a diminution of their revenues. The railroads of North Dakota are staggering under a financial burden which they are unable to carry. In my opinion, it is time for your Board, as the arbitrators between the people and the railroads, to set forth impartially their condition, and to, as far as you can in equity and fairness, protect the railroads. The precedents that are being drawn for the establishment of rates in North Dakota are not fair, in that they are almost invariably taken from densely settled communities, where there is a miscellaneous traffic. In Dakota we have peculiar conditions, and a one-way traffic, extending over a very brief period of the year, after that, nothing. This state of affairs is peculiar to any new country, and its outgrowth can only be awaited with such fortitude as the community may bring to bear.

The agricultural history of Michigan, Wisconsin and parts of Minnesota, will show that the period of transformation from universal wheat raising to farming of a more diversified character, has been invariably accompanied by more or less hardship. The railroads will have to bear their burdens arising from this source, but it is not fair to ask them to take on the proportion of others, and we have confidence that your Board will, so far as it is able, see that they are not called on to do this.

Very respectfully yours,

F. D. UNDERWOOD,
General Manager.

Mr. Martin, of the Soo road, and Mr. Jones, of the Milwaukee road, addressed the conference along the same line. A spirited discussion ensued, entered into by most of those present, but resulting in no satisfactory understanding, the representatives of the roads insisting on the impossibility of any further reductions in freight rates. The conference therefore adjourned.

Shortly after this time the Minnesota railroad and warehouse commissioners announced their decision in the Steenerson case, ordering a material reduction in grain freight rates, and fixing a distance schedule of rates, as follows:

SCHEDULE "A."

Reasonable maximum rates on grain, viz.: Wheat, oats, barley, rye and corn, and the mill products of such grain, as fixed by the railroad and warehouse commission of the state of Minnesota.

Distance—Miles	Rate in Cents per 100 Pounds.	Distance—Miles.	Rate in Cents per 100 Pounds.
5 miles and under	4	205 miles and over 200	13.8
10 miles and over 5	4.25	210 " "	12.9
15 " "	4.5	215 " "	13
20 " "	5	220 " "	13.1
25 " "	5.5	225 " "	13.2
30 " "	6	230 " "	13.3
35 " "	6.5	235 " "	13.4
40 " "	7	240 " "	13.5
45 " "	7.2	245 " "	13.6
50 " "	7.4	250 " "	13.7
55 " "	7.6	255 " "	13.8
60 " "	7.8	260 " "	13.9
65 " "	8	265 " "	14
70 " "	8.2	270 " "	14.1
75 " "	8.4	275 " "	14.2
80 " "	8.6	280 " "	14.3
85 " "	8.8	285 " "	14.4
90 " "	9	290 " "	14.5
95 " "	9.2	295 " "	14.6
100 " "	9.4	300 " "	14.7
105 " "	9.6	305 " "	14.8
110 " "	9.8	310 " "	14.9
115 " "	10	315 " "	15
120 " "	10.2	320 " "	15.1
125 " "	10.4	325 " "	15.2
130 " "	10.6	330 " "	15.3
135 " "	10.8	335 " "	15.4
140 " "	11	340 " "	15.5
145 " "	11.2	345 " "	15.6
150 " "	11.4	350 " "	15.7
155 " "	11.6	355 " "	15.8
160 " "	11.8	360 " "	15.9
165 " "	12	365 " "	16
170 " "	12.1	370 " "	16.1
175 " "	12.2	375 " "	16.2
180 " "	12.3	380 " "	16.3
185 " "	12.4	385 " "	16.4
190 " "	12.5	390 " "	16.5
195 " "	12.6	395 " "	16.6
200 " "	12.7	400 " "	16.7

This order of the board was appealed from by the Great Northern Railway company, and is still in the courts. Should the order be sustained it will be as effective in reducing rates in North Dakota as in Minnesota.

In the prosecution of this matter the commissioners were forcibly reminded of the desirability of having power extended to this office to carry such cases before the inter-state commerce commission on behalf of the petitioners, who, in most cases, would be unable to prosecute and follow such a case at their own expense before the inter-state commerce commission, the only place where a case involving inter-state rates can be adjudicated.

LIGNITE COAL RATES.

One of the acts of the last legislature, and a part of the legislation aimed against the authority of this office, was the passing of a law establishing maximum rates for the hauling of lignite coal within the state. The law is as follows, Chapter 101, of the Laws of 1893:

FREIGHT RATES ON COAL.

AN ACT Fixing the maximum rates that railroad companies may charge for the transportation of coal mined within the State of North Dakota.

Be it Enacted by the Legislative Assembly of the State of North Dakota:

§ 1. MAXIMUM COAL RATES.] All railroad companies doing business as common carriers within the State of North Dakota shall not charge for the transportation of coal mined within the State from any station or siding within the state to any station or siding within the state a greater rate per ton than the following: For the first fifty miles or fractional part thereof, seventy-five (75) cents per ton; for any distance over fifty miles and not to exceed one hundred miles, ninety-five (95) cents per ton; for any distance over one hundred miles and not to exceed one hundred and fifty miles, \$1.15 per ton; for any distance over one hundred and fifty miles and not to exceed two hundred miles, \$1.35 per ton; for any distance over two hundred miles and not to exceed two hundred and fifty miles, \$1.55 per ton; for any distance over two hundred miles and not to exceed three hundred miles, \$1.75 per ton; for any distance over three hundred miles and not to exceed three hundred and fifty miles, \$1.95 per ton; for any distance over three hundred and fifty miles and not to exceed four hundred miles, \$2.15 per ton.

§ 2. PENALTY FOR FAILURE TO COMPLY WITH ACT.] Any neglect or refusal to carry out any part of the provisions of this act shall subject the railroad company so refusing or neglecting to carry out the provisions of this act to a fine or penalty of not less than twenty-five (25) dollars per day for each and every day so neglect-

ing or refusing, to be recovered by any person suffering loss or damage thereby; said forfeiture may be recovered in any competent court of jurisdiction.

§ 2. DUTY OF ATTORNEY GENERAL.] It shall be the duty of the attorney general and states attorney to have enforced the provisions of this act in the name of the State of North Dakota.

§ 4. REPEAL.] All acts or parts of acts in conflict with the provisions of this act are hereby repealed.

§ 5. EMERGENCY.] An emergency exists in that there are no laws now in force for the regulating of railroad freight rates for the transportation of coal mined in the State of North Dakota, this act shall take effect and be in force from and after its passage and approval.

Approved, March 10, 1893.

The intention of the law was to remove its enforcement entirely from this office, as Section 3 explicitly provides.

None of the roads operating in the state complied with the rate provision of the law, and complaints were repeatedly filed with this office, and referred to the attorney general, who invited the assistance of the board in an investigation. The commissioners brought the complaints to the attention of the various railroad companies, and all of them declined to be governed by the rates established in the law, the Minneapolis, St. Paul & Sault Ste. Marie railroad excepted, they agreeing to put in a rate that was practically the rate established, save on the shorter hauls, where the differences were so immaterial as to be passed over by the board.

The attorney general then determined to enforce the law through the courts and invited this office to prepare all the testimony available to be used in proving the reasonableness of the rates. After several delays two cases were prepared, and the attorney general was ready to institute legal proceedings, when, on an examination of the wording of the law, he decided it to be unconstitutional, and notified this office of his decision. The cases prepared were then dropped.

Accepting the opinion of the attorney general that the law was unconstitutional, the board proceeded to act under the laws previously in effect, and instituted an examination of the entire matter of lignite coal rates, preparatory to a hearing to determine upon a schedule of reasonable maximum rates to apply to all roads operating in the state.

It was found that three roads, the Northern Pacific, Great Northern and Minneapolis, St. Paul & Sault Ste. Marie, had lignite coal rates in effect, each widely differing from the other. The Soo schedule of rates was the lowest, as follows:

Rate in cents per 2,100 pounds, in car load shipments of 21,000 pounds or over.

To—	From		To—	From	
	Lor-rain.	Ken-mare.		Lor-rain.	Ken-mare.
Portal.....	\$1 00	\$.85	Enderlin.....	\$1 70	\$ 1 85
Bowbells.....	.90	.75	Anselm.....	1 70	1 85
Kenmare.....	.80		Venlo.....	1 70	1 85
Donnybrook.....	.80	.75	Sandoun.....	1 75	1 90
Carpio.....	.75	.75	Moselle.....	1 75	1 90
Foxholm.....	.75	.75	Mantador.....	1 75	1 90
Lorrain.....		.75	Hankinson.....	1 75	1 90
Minot.....	.75	.80	Stiles.....	1 80	1 95
Sawyer.....	.75	.80	Lidgerwood.....	1 85	2 00
Velva.....	.80	.85	Allicia.....	1 85	2 00
Voltaire.....	.85	.95	Ransom.....	1 85	2 00
Balfour.....	.85	.95	Perry.....	1 85	2 00
Anamoose.....	.90	1 00	Forman.....	1 85	2 00
Harvey.....	1 00	1 15	Towanda.....	1 85	2 00
Manfred.....	1 00	1 15	Nicholson.....	1 85	2 00
Fessenden.....	1 10	1 25	Babcock.....	1 85	2 00
Emrick.....	1 10	1 25	Oakes.....	1 85	2 00
Cathay.....	1 15	1 30	Clement.....	1 85	2 00
Lemert.....	1 20	1 35	Fullerton.....	1 85	2 00
Carrington.....	1 25	1 40	Boynton.....	1 85	2 00
Bordulac.....	1 25	1 40	Kilbernie.....	1 85	2 00
Kensal.....	1 25	1 40	Merricourt.....	1 85	2 00
Courtenay.....	1 35	1 50	Kulm.....	1 85	2 00
Wimbledon.....	1 35	1 50	Oswald.....	1 85	2 00
Leal.....	1 35	1 50	Fairmount.....	1 75	2 00
Clive.....	1 35	1 50	Tenney.....	1 85	2 00
Ivan.....	1 40	1 55	Elllott.....	1 85	2 00
Valley City.....	1 45	1 60	Nashua.....	1 85	2 00
Lanona.....	1 50	1 65	Waskas.....	1 85	2 00
Cuba.....	1 50	1 65	Wendell.....	1 85	2 00
Fingal.....	1 60	1 75	Elbow Lake.....	1 85	2 00
Lucca.....	1 60	1 75			

The schedule of rates in effect on the Northern Pacific was the same agreed to by the preceding board, and accepted by them as a reasonable rate, according to the following resolution:

Resolved, That the schedule of rates on transportation of lignite coal within the State of North Dakota, established by the Northern Pacific Railroad company, April 29, 1891, be and the same is hereby approved by this board.

Rate in cents per 2,100 lbs. in car load shipments of 2,100 lbs. or over. May 15, 1891.

To—	From—		• To—	From—	
	Sims.	Dickinson		Sims.	Dickinson
Cotters	2 05	2 30	Sykeston	1 75	2 00
Horace	2 10	2 35	Barlow	1 75	1 95
Warren	2 15	2 40	New Rockford	1 75	2 00
Davenport	2 15	2 40	Sheyenne	1 85	2 10
Woods	2 15	2 40	Oberon	1 90	2 15
Leonard	2 15	2 40	Lallie	1 95	2 20
Sheldon	2 05	2 30	Minnewaukan	2 00	2 25
Buttville	1 95	2 20	Leeds	2 15	2 40
Lisbon	1 90	2 15	Eldridge	1 25	1 75
Marshall	1 85	2 10	Windros	1 20	1 70
Verona	1 75	2 00	Cleveland	1 15	1 65
Valley Junction	1 70	1 95	Crystal Springs	1 15	1 65
La Moure	1 70	1 95	Tappen	1 10	1 60
Edgeley	1 85	2 10	Dawson	1 10	1 60
Oakes	1 85	2 10	Steele	1 10	1 60
Grand Rapids	1 65	1 90	Geneva	1 10	1 60
Dickey	1 55	1 80	Driscoll	1 10	1 60
Adrian	1 50	1 75	Sterling	1 10	1 60
Montpelier	1 45	1 70	Menoken	1 10	1 60
Ypsilanti	1 40	1 65	Apple Creek	1 00	1 50
Fargo	2 00	2 25	Bismarck	1 00	1 50
Hagbart	2 00	2 25	River Landing	1 00	1 50
Mapleton	1 90	2 15	Mandan	75	1 25
Dalrymple	1 85	2 10	Sunny Side	50	1 00
Casselton	1 85	2 10	Sweet Briar	50	1 00
Sidney	1 85	2 10	Sedalia	50	1 00
Wheatland	1 80	2 05	New Salem	50	1 00
Buffalo	1 75	2 00	Blue Grass	50	1 00
Tower City	1 70	1 95	Sims	00	1 00
Oriska	1 65	1 90	Almont	50	1 00
Alta	1 60	1 85	Curlew	50	1 00
Valley City	1 55	1 80	Kurtz	50	95
Hobart	1 50	1 80	Glenullen	75	90
Sanborn	1 50	1 80	Eagle's Nest	80	80
Odell	1 55	1 80	Hebron	80	80
Dazy	1 65	1 90	Knife River	80	80
Hannaford	1 70	1 95	Antelope	1 00	75
Cooperstown	1 75	2 00	Richardton	1 00	75
Eckelson	1 45	1 80	Taylor	1 10	75
Urbana	1 40	1 80	Gladstone	1 10	75
Spiritwood	1 40	1 80	Dickinson	00	00
Bloom	1 35	1 80	Eland	50	50
Jamestown	1 30	1 80	South Heart	50	50
Parkhurst	1 35	1 80	Belfield	50	50
Buchanan	1 40	1 80	Fryburg	50	50
Pingree	1 45	1 80	Sully Springs	50	50
Edmunds	1 50	1 80	Scoria	50	50
Melville	1 55	1 80	Medora	75	75
Carrington	1 65	1 90	Little Missouri	75	75
Ross	1 70	1 95			

The rates in effect on the Great Northern road, though acknowledged to be unsatisfactory, were accepted by the preceding board, and were as follows:

From Minot, North Dakota, To—	Per Ton of 2,000 Pounds.	From Minot, North Dakota, To—	Per Ton of 2000 Pounds.
Williston.....	\$ 2 15	Inkster.....	\$ 2 25
Avoca.....	2 00	Conway.....	2 25
Spring Brook.....	2 00	Pisak.....	1 30
Wheelock.....	1 80	Park River.....	2 30
Ray.....	1 85	Edinburg.....	2 30
Tioga.....	1 70	Milton.....	2 35
White Earth.....	1 50	Osnabrock.....	2 35
Manitou.....	1 35	Langdon.....	2 40
Ross.....	1 25	Arvilla.....	2 25
Stanley.....	1 10	Emerado.....	2 25
Elton.....	1 10	Ojata.....	2 25
Delta.....	1 00	Grand Forks.....	2 25
Wallace.....	85	Schurmeier.....	2 30
Berthold.....	70	Manvel.....	2 35
Lone Tree.....	55	Levant.....	2 35
Des Lacs.....	50	Ardoch.....	2 40
Norwich.....	50	Minto.....	2 40
Granville.....	70	Grafton.....	2 45
Denhigh.....	90	Auburn.....	2 45
Towner.....	1 05	St. Thomas.....	2 50
Berwick.....	1 25	Glasston.....	2 50
Rugby Junction.....	1 25	Hamilton.....	2 50
Barton.....	1 50	Bathgate.....	2 50
Willow City.....	1 65	Neché.....	2 55
Bottineau.....	2 00	Kempton.....	2 15
Pleasant Lake.....	1 40	Northwood.....	2 15
Knox.....	1 50	Hatton.....	2 15
York.....	1 65	Mayville.....	2 15
Leeds.....	1 75	Murray.....	2 20
Church's Ferry.....	1 80	Blanchard.....	2 20
Cando.....	1 85	Greenfield.....	2 20
Bisbee.....	1 90	Hunter.....	2 20
Perth.....	1 95	Arthur.....	2 20
Rolla.....	2 00	Amenia.....	2 25
St. John.....	2 05	Howes.....	2 25
Penn.....	1 85	Casselton.....	2 25
Grand Harbor.....	1 85	Portland.....	2 15
Devils Lake.....	1 90	Roseville.....	2 20
Crary.....	1 90	Clifford.....	2 20
Bartlett.....	2 00	Galesburg.....	2 20
Lakota.....	2 00	Erie.....	2 20
Mapes.....	2 05	Ripon.....	2 20
Michigan City.....	2 05	Fleming.....	2 20
Petersburg.....	2 10	Absaraka.....	2 25
Niagara.....	2 10	Ayr.....	2 25
Shawnee.....	2 15	Page City.....	2 25
Larimore.....	2 15	Colgate.....	2 25
McCanna.....	2 20	Hope.....	2 25
Orr.....	2 20		

A new schedule was put in effect since that time covering shipments from the lignite coal mines at Des Lacs, showing an increase of 25 cents a ton to all points east of Minot over the rates above quoted, Des Lacs being the first station west of Minot.

A comparison of these rates by distances brought out the fact that the highest rate in effect (on the Great Northern road) was in many instances double the lowest rate in effect (on the Soo road). Such a wide difference in rates was certainly evidence that an adjustment was necessary. Accordingly, papers were served on the

various roads to appear before the Board of Commissioners of Railroads at Fargo, on Friday, the 28th day of September, 1894, at 10 o'clock, a. m., the citation naming the rates of the law as *prima facie* reasonable rates, to which the roads should enter their objection, and submit testimony of unreasonableness, if they so desired. To this citation, the Minneapolis, St. Paul and Sault Ste. Marie and the Chicago, Milwaukee and St. Paul roads replied that they would be governed by the order of the Board as finally made.

At the time appointed representatives of both the Great Northern and Northern Pacific roads met with the Board at the Hotel Metropole, Fargo. The attorney-general was represented by Attorney J. E. Robinson, of Fargo. The representatives objected to submitting any testimony until the board had submitted a statement of the grounds upon which they based the reasonableness of the rates named in the citation. Not being prepared to enter a general answer, counsel for the roads asked for a postponement of the hearing until the twelfth day of October, which request was granted by the board, the hearing being adjourned to the office of the board at Bismarck.

When the hearing reconvened, the commissioners, complying with the demand of counsel for the roads, submitted the following statement:

The Commissioners of Railroads of North Dakota

vs.

The Great Northern Railway Company and
The Northern Pacific Railroad Company.

Meeting the objection of the honorable counsel for the Northern Pacific Railroad Company at the informal hearing at Fargo, that the commissioners did not specifically point out their reasons for declaring the existing rates on coal over the roads cited to be unreasonable, and for determining that the rates fixed in the citation were reasonable, and wishing to remove any seeming, though unintentional, injustice to the defendants, they beg leave to submit the following, briefly stating the facts and reasoning upon which they based their conclusions. These conclusions, however, are subject to modification should the defendants, or either of them, submit in their answer such evidence as will convince the commissioners of their unreasonableness.

The commissioners wish to set forth, by way of explanation and amendment of the citation, that inasmuch as lignite coal is the only coal mined within the state, and practically the only coal shipped from points in this state, it is their intention that these rates shall apply to lignite coal only. They do not presume to determine that carriers are not entitled to a greater compensation for the hauling of anthracite coal. The commissioners would further explain that in citing the rates as applying to distances within ranges of fifty miles

it was their intention that the maximum rate should apply only to the maximum distance, the rates for points within the fifty mile limits being fixed proportionately, after the first fifty miles.

In the consideration of the numerous complaints filed with this office, and the verbal demands that they proceed to an investigation as to the alleged unreasonableness of the lignite coal rates in effect on roads in this state, the commissioners were governed, first of all, by a comparison of rates established on those roads operated within the state. This comparison, briefly stated, was as follows:

Distance.	Northern Pacific.	Great Northern.	Soo.
For a haul of—			
Fifty miles.....	\$ 90	\$ 1 30	\$ 75
One hundred miles.....	1 00	2 00	1 00
One hundred and fifty miles.....	1 60	2 15	1 30
Two hundred miles.....	1 70	2 15	1 50
Two hundred and fifty miles.....	1 80	2 40	1 60
Three hundred miles.....	2 10	2 55	1 70

These rates are from Dickinson on the Northern Pacific, Des Lacs on the Great Northern, and Loarain on the Soo—the longer hauls in each case. The Northern Pacific and Soo roads carry 2,100 pound tons, and the Great Northern 2,000 pound tons.

Those three roads are operated under practically similar conditions, and the disparity in rates is so marked as to demonstrate the unreasonableness of the higher rates, accepting, as the commissioners feel they must, the rate in effect on the Soo road as one that is profitable to that road. There are other features of these rates that establish their unreasonableness. In the Northern Pacific tariff it is found that there is an increase of 10 cents a ton on the 100 mile haul over the 50 mile haul, but an increase of 60 cents in the next 50 miles. A similar peculiarity exists in the Great Northern tariff. There is a 70 cent increase between the distances of 50 and 100 miles, and but 15 cents in the next fifty miles, and no increase in the following 50, while there is a 25 cent increase in the next 50.

Since this comparison was first made the Soo road has agreed to even a lower rate, and the Milwaukee has notified the commissioners that they have put in effect rates within this State practically similar to those set forth as reasonable rates in the citation, facts which lead the commissioners to the conclusion that the rates now in effect on the Great Northern and Northern Pacific roads are excessive and unreasonable.

A further comparison of rates on the Soo and Milwaukee roads, both of which carry eastern coal into this State, demonstrates the fact that the Soo road carries anthracite coal, a higher priced commodity from Gladstone to Minneapolis, a distance of 343 miles, for \$1.10 per ton. Admitting that this rate is made under stress of partial lake competition, the difference between that rate and the rates in

effect on the Great Northern and Northern Pacific roads in this State on a cheaper commodity is still so great as to be an evidence to the Commissioners of the unreasonableness of the rates they ask to have reduced. On the Mliwaukee road the Commissioners find that the rates are, on anthracite and soft coals, to the three extreme points reached in this State, Fargo, 623 miles, \$3.50; Harlem, 643 miles, and Edgeley, 680 miles, \$3.25 per ton, rates accepted by the Commissioners as evidence of the unreasonableness of the rates they ask to have reduced. The Commissioners also find by tariffs on file in this office that the Milwaukee road hauls anthracite and soft coal to local points in different States at rates equal to and less, for similar distances, than those quoted in the citation, an evidence to them of the reasonableness of the rates charged.

In fixing upon the rates laid down in the citation, the commissioners accepted them as reasonable rates from the fact that they were passed upon favorably by the railroad committee of the last legislature, who were supposed to have informed themselves of the reasonableness of the rates, and by the legislature, who were not supposed to be ignorant of the matters they enacted into law. While this law may be void, the commissioners accept the rates it undertook to establish as *prima facie*, though not conclusive, evidence of their reasonableness. Accepting these rates as *prima facie*, but not conclusively, reasonable, the commissioners accepted as more conclusive evidence the comparison with rates established by the board of railroad commissioners of Iowa, and the railroad and warehouse commissioners of Illinois, and accepted by the roads of these states as reasonably remunerative. The comparison is as follows:

Maximum Distance.	North Dakota.	Iowa.	Illinois.
Fifty miles.....	\$ 75	\$ * 76-† 80	\$ 85
One hundred miles.....	95	1 15 - 85	1 00
One hundred and fifty miles.....	1 15	1 43- 1 02	1 10
Two hundred miles.....	1 35	1 50- 1 20	1 20
Two hundred and fifty miles.....	1 55	1 61- 1 31	1 30
Three hundred miles.....	1 75	1 73- 1 43	1 40
Three hundred and fifty miles.....	1 95	1 84- 1 48	1 49
Four hundred miles.....	2 25		1 55

* Lump and rut.

† Pea and slack.

While the conditions are not entirely similar, they are not very dissimilar, in these states. The dissimilarity is largely in the sparsity of settlement and the necessarily smaller tonnage handled. Yet as compared with Illinois, Iowa shows a smaller population and a necessarily smaller tonnage, yet in some instances the Iowa rate is much the lowest. The lowest Iowa rate, which is on a product whose value is equivalent to our lignite, is 20 to 25 per cent less than the rate cited by the commissioners, which they believe is a liberal allowance for the dissimilarity in the conditions.

The facts and considerations herein briefly cited, influenced the commissioners of railroads to the conclusion that the rates in effect were unreasonable and that the rates laid down in their citation were reasonable. These conclusions of the commissioners, however, are subject to modification upon satisfactory representation by the defendants that the rates now in effect are reasonable or that those cited are unreasonable.

By the board,

PETER CAMERON, Chairman.

Attest: FINLAY GRANT, Secretary.

To this statement counsel for the defendant roads asked to be allowed one week in which to file a written answer, preferring to rest their case upon such an answer, though willing to submit any additional testimony demanded by the commissioners. This request was granted by the board.

The answers of the defendant roads are herewith submitted:

Board of Railroad Commissioners of North Dakota

vs.

Great Northern Railway Co. and Northern Pacific Railroad Co. }

At an adjourned meeting held by the commission, at its office, in Bismarck, on the 12th day of October, 1894, a written statement was submitted to the defendant railway companies, setting forth reasons why, in the opinion of the commission, local coal rates of the defendant companies, should be reduced and made to conform to the statutory rate.

Leave was given to submit, in writing, an answer to the statements and suggestions of the commission.

The Great Northern Railway Company submits the following:

It is not claimed that the roads of the defendant companies, within the State, have not been, and are not being, operated with economy. It is not stated and cannot be truthfully established that their net earnings on account of business local to the state are in excess of the amount they are entitled to receive on account of the money actually and economically invested in the construction and equipment of their respective lines. This being true, a reduction of coal rates will work injustice, unless the amount of such reduction is placed upon, and thereby increase the rate on other commodities, or other class of traffic.

The investment in the construction, equipment and operation of a line of railway, is permanent. Railway companies, as common carriers, must operate their roads, and are entitled to receive, as compensation for the service they render to the public, such a net income as will pay a fair return upon the investment.

Traffic should be so classified, and rates fixed, as to fairly distribute among all classes, the amount railroad companies are justly entitled to receive for the service they render.

Grain rates in North Dakota, in view of the large number of people interested in the sale and shipment of grain, and in view of the volume of traffic, have been fixed at the lowest point consistent with earning a sufficient revenue to maintain and operate the roads and pay a fair return upon the investment.

Towns and cities are large consumers of coal. Grain growers, as a rule, purchase comparatively small quantities. The revenue to the companies for transporting coal, is, therefore, largely derived from consumers in cities and towns, having, as a class, but little interest in the shipment of other traffic or commodities.

Agricultural communities can well afford to pay a fairly remunerative rate upon the small quantity of coal they consume, if the existing low grain rates, in which they are principally interested, can be maintained, and it is much better that the rate should be maintained on coal, than that it should be taken from coal, and placed upon grain, or on another class of traffic, in which a large number of the people of the state have an interest.

This company claims that its coal rates are just and fair, and that they do not, in any way, impose an unjust or unequal burden upon any citizen of the state, making use of coal for fuel or in any form, and that to reduce its coal rates will necessarily, if its net earnings are to be kept up as they should be, impose a greater burden on grain, or some other class of traffic.

Rates are so related that a reduction on one class of traffic necessarily bears upon any claim for a reduction of rates upon other classes of traffic. Should the coal rates of the Great Northern be reduced, the question arises, what answer can it make to a demand for a reduction on other classes of traffic. This question will be raised, and must be answered in many localities. Railroads could not be maintained in North Dakota, but for inter-state business, and a long haul from and into neighboring states. The state has good railway service, owing to the length of the lines of the railway companies, defendants, and inter-state business.

While rates, local to the state, should, at all times, be fair and equal, and no more than to afford a reasonable return upon money invested, in fixing such rates regard should be had to the interest of the respective lines, as an entirety, and to the effect the reduction of rates on one class of traffic may have when claim is made for reduction of another class.

The reason assigned for a reduction of local coal rates is based entirely upon a comparison of rates. It is true that from two points the rate on the "Soo Line" is substantially the statutory rate. The rates of the Northern Pacific, from one or two points, are higher than on the "Soo Line" and lower than on the Great Northern. The coal rate on the "Soo Line" is from Lorrain and Kenmare, points where there are coal mines, to other points on the line. The coal rate of the Northern Pacific is from points on its line where there are coal mines, to other points on its line.

The unreasonably low coal rates of these companies are, therefore, limited to shipments from coal mines on their respective lines to other points on their lines. From and to all stations, except from stations at two or three points, where coal is mined, the same rate is in force as upon the Great Northern, for similar distances. The "Soo Line" crosses the Northern Pacific at Valley City. Should a car load of coal be consigned from Lorrain, on the "Soo Line," to a point on the Northern Pacific, the low rate on the "Soo Line" would apply only to the point of junction with the Northern Pacific line, and from that point to destination, the local tariff of the Northern Pacific would obtain, which is the same as the local rate of the Great Northern, for the same distance. This applies to shipments from mines on the line of the Northern Pacific to points on the "Soo Line," or the line of the Great Northern.

In the statement of the commission, submitted to the defendant railway companies, reference is made to the rates of the Chicago, Milwaukee & St. Paul Ry. Co., and it is stated that on hard and soft coal the rate charged on shipments from Chicago to Fargo, a distance of 623 miles, is \$3.50 per ton; to Harlem, 643 miles, and Edgeley, 680 miles, \$3.25 per ton.

The rate on the Northern Pacific and Great Northern to Fargo, from Duluth and West Superior, is \$3.25 per ton; to Edgeley, on the Northern Pacific, the same. The rate of the Milwaukee road, over a long line of 680 miles, is the same as that made by the Northern Pacific and Great Northern, from Lake Superior points, over a shorter line, and at a distance of a little over 300 miles.

The officials of the Milwaukee road doubtless prefer to adopt a rate as low as the rate made by the shorter line, with a view of loading cars which would otherwise be returned to Fargo, Harlem and Edgeley empty. It is wise for a railway company having a long line, under such circumstances, to adopt the rate of the shorter line. It is better to earn something than nothing.

Comparative rates put in force under such circumstances, do not, it seems, afford a substantial basis for determining what rates are, in fact, reasonable, upon lines differently situated and being operated with a view of earning a fair return upon an honest investment.

The only open coal mine on the line of the Great Northern in North Dakota is at Minot. By comparison, the coal rates in Iowa and Illinois are lower than the rates in force on the Great Northern, from Minot. It is well to make comparison with rates charged by companies in other states:

Miles.	Kansas Rate.	Proposed Rate.	Great Northern Rate.
74.....	\$ 1 40	\$.95	\$ 1 50
42.....	1 15	.75	1 05
70.....	1 35	.95	1 40
125.....	3 00	1 15	1 90
164.....	2 20	1 35	2 10
192.....	2 45	1 35	2 20
200.....	2 50	1 55	2 25
205.....	2 50	1 55	2 25
230.....	2 90	1 75	2 25
275.....	3 05	1 75	2 25

The average coal rate on Great Northern, local to the state, is within a fraction of one cent per mile, for the distance loads must be hauled. This, however, is but one-half the distance as cars must be hauled empty one way. In order to transport coal from mines at Minot, the company must haul empty cars from eastern points, to Minot, and from there east to points of consignment. The tariff rate applies, therefore, not to the mileage from Minot to the point of consignment, but to double that mileage. Keeping in mind that the average coal rate, on shipments local to the state, on the Great Northern is about one cent per ton per mile, it is well, for purposes of comparison, to refer to rates and volume of business, on the lines of three railway companies, operating in New York, Pennsylvania and New Jersey.

Name of Road.	Tons Hauled.	Revenue.	Rate per ton per mile.
Heading.....	10,821,691	\$9,305,536	9.63 Mills
Lehigh Valley.....	9,101,825	8,093,861	9.63 Mills
Jersey Central.....	7,463,529	6,725,695	10.20 Mills

Will it be suggested that the rates of the Great Northern are too high, in view of the volume of the coal traffic, tributary to its lines in North Dakota, and in view of the haul of empty cars, which must necessarily be made, should any considerable quantity of coal be transported from mines on its line?

The volume of traffic tributary to lines in Illinois, Iowa and Kansas, is largely in excess of that tributary to the lines in Minnesota, North and South Dakota. In Nebraska, Iowa, Kansas, Missouri and Illinois, the population per square mile is 32. In Minnesota, North and South Dakota, it is only 7.8. In the five states first above named, there are 105 tons of wheat and corn for every square mile, while in Minnesota, North and South Dakota, there are only 23 tons.

All things considered, it does not seem that the rates of the Great Northern Railway Company are unjust, upon any basis of comparison with rates charged on like traffic, in territory

similarly situated. If eastern roads, transacting an enormous business, are entitled to earn, on an average, about one cent per ton per mile, for transporting coal, and if roads in Kansas are entitled to earn a like amount, it is difficult to see why roads in North Dakota should not be allowed to maintain rates which yield no greater income. The volume of traffic in Iowa and Illinois is very large. Empty cars are not hauled from the terminals to the coal mines in those states. The rates there, if reasonable, are so because they yield a fair return upon the amount of the investment, in view of the volume of the traffic and a load both ways.

The rates adopted by the "Soo line" and the Northern Pacific are as we have seen, limited to shipments from mines on the line of their roads, to other points on their lines. The rate fixed by the statute and adopted by the "Soo Line" and proposed by the commission, would pay at a rate of not to exceed 7.5 mills per ton, per mile. The quantity shipped, up to this time, has been small. The average distance is not known, but the net earnings will not exceed, so far as known, the amount named. The Great Northern railway company cannot transport coal at that rate unless higher rates are imposed, than at present, upon other classes of traffic. Should it adopt such reduced rate, it waives its right, and abandons its obligation to so operate its road as to receive sufficient revenue to pay its operating expenses and a fair return upon its investment.

Its total business in the state of North Dakota, for the year ending June 30, 1894, was as follows:

	Per Mile.
Freight business, local to state.....	\$ 105 73
Passenger business, local to state.....	202 77
Total freight and passenger business, local to state.....	\$ 308 50
Interstate freight and passenger business.....	2,080 06
Total.....	\$ 2,388 06
Earnings from mail, express and sleeping cars.....	146 48
Gross earnings from all sources.....	\$ 2,535 54
Operating expenses.....	\$ 1,478 09
Taxes.....	76 70
Total operating expenses and taxes.....	\$ 1,554 09
Net revenue from state and interstate business.....	\$ 980 85
Less proportion of net revenue upon interstate business, which is 86.80 per cent, or...	834 06
Earnings from business local to state.....	\$ 126 77

This is equivalent to interest at 6 per cent, on a valuation of only \$2,112 83 per mile.

Is not the Great Northern Railway company entitled, on account of its local business in the State, to earn six per cent. on over \$2,112.83 per mile of road? If it is, why should the coal rate be reduced? If the coal rate is reduced, upon what class of traffic shall the amount of the reduction be placed, in order to keep up the revenue it has a right to receive? The cost of operation, of the Dakota division, for the year ending June 30, 1894, was 5.7 mills per ton

per mile. At the rate proposed the company could not earn to exceed two (2) mills per ton per mile, over and above the average cost per ton, per mile, of operating its Dakota division.

The cost of hauling a loaded car, on the Dakota division, during the year ending June 30, 1894, was, as near as can be estimated, 6.47 cents per mile. It costs, to haul two empty cars, as much, if not more, than to haul one loaded car. To haul a loaded car one mile, and an empty car one mile, costs 9.705 cents. The average number of tons of freight moved in each loaded car, on the Dakota division, during the year, including the heavy loading of wheat cars, was 13.32 tons. The rate named by the commission, and fixed by the statute, on coal, from Minot to Grand Forks, a distance of 250 miles, is \$1.55 per ton of two thousand pounds.

On basis of average load of 13.22 tons per car, this would yield the company a revenue of \$20.65 per car.

The cost of hauling the car empty, from Grand Forks to Minot, and loaded, from Minot to Grand Forks, would, on the basis of 9.705 cents per mile, amount to \$19.90, leaving a net revenue, to pay interest on cost of car and equipment, of 75 cents per car. The tax on the earnings of such car would be 62 cents, leaving a net revenue of 15 cents per car.

Believing its rates to be just and reasonable, for many reasons, some of which are above set forth, and in view of its duty to the public and the owners of the property, the Great Northern Railway Company has declined to adopt the rates fixed by statute, and proposed by the commission.

M. D. GROVER,

General Solicitor Great Northern Railway Company.

St. Paul, Minn., October 17th, 1894.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS, }
OF THE STATE OF NORTH DAKOTA. }

In the matter of the citation of the commissioners of railroads of the state of North Dakota, relative to rates for shipment of lignite coal to and from points on the lines of the Great Northern Railway company and the Northern Pacific Railroad company, as proposed to be fixed and determined by said commissioners.

Statement on behalf of the receivers of the Northern Pacific Railroad company, submitted by way of answer to the statement of the board of railroad commissioners formulated by way of explanation and amendment to their citation :

Accepting the statement of the commissioners as made in good faith, for the purpose of pointing out their reasons for declaring the existing rates of coal, over the roads cited, to be unreasonable, and for determining that the rates fixed in the citation were reasonable, the receivers of the Northern Pacific Railroad company find, upon a careful investigation of the facts pertaining to shipments of lignite coal to and from points on the line of the Northern Pacific in North Dakota, that the conclusions of the commissioners are neither reason-

able nor just, so far as they relate to the business or operations of the Northern Pacific railroad, and that the facts and reasoning relied upon by the commissioners as the basis for their conclusions, so far as the same are indicated by the statement of the board, are not only faulty, but do not justify the conclusions reached.

As the commissioners, however, have indicated in their statement that these conclusions are subject to modification, should either of the railroad companies submit, in their answer, such evidence as would convince the commissioners of their unreasonableness, it is the purpose and desire of the receivers of the Northern Pacific railroad company, in making this answer, to present and furnish the commission with such information or data as will clearly show upon what they base their contention that the rates now in force upon the line of the Northern Pacific in North Dakota, are reasonable.

If for any statement appearing in this answer there should not be found, within the answer itself, a recital of facts to justify the same, or if, in the absence of such recital, the necessary facts are not within the information or knowledge of the board, the receivers will be pleased at any time, upon suggestion or request from the board, to furnish full and definite statements of the same.

As appears by the statement of the commissioners, they were very largely governed, in their investigation as to the alleged unreasonableness of lignite coal rates, by the results of a comparison of rates of several roads operated within the state, but the conclusion arrived at by reason of such consideration is, as to the Northern Pacific, a most unjust one, if that conclusion was based on the table of comparative rates included in the statement of the commissioners. That table gave the rate on the Northern Pacific, for a haul of one hundred and fifty miles from Dickinson, as \$1.60—In fact, the rate is only \$1.35. It gave the rate for a haul of two hundred miles from Dickinson, as \$1.70, while the actual rate is \$1.50

The corrected comparative statement is as follows:

For a Haul of	Northern Pacific Present Rate.	Nor. Pacific Rate as Stated by Comm.	Proposed Rate.	Great Northern.	Soo.
50 miles.....	0.90	0.90	0.75	1.30	0.75
100 miles.....	1.00	1.00	0.95	2.00	1.00
150 miles.....	1.35	1.60	1.15	2.15	1.30
200 miles.....	1.50	1.70	1.35	2.15	1.50
250 miles.....	1.80	1.80	1.55	2.40	1.60
300 miles.....	2.25	2 10	1.75	2.55	1.90

This table shows the Northern Pacific rates from Dickinson as they are at present, also as they were noted in the statement of the commission. The rates of the Great Northern, and of the Soo line, as given in this statement, are the same as contained in the statement of the commission. To make the comparison complete and available for use for all the purposes of this statement, there has

been included a column showing the rates as proposed to be fixed by the board. The rates given in this table are for the same distances, and between the same points, as those given in the statement of the board.

This corrected statement of the Northern Pacific rates fully disposes of the criticism, made by the board, of an increase of only ten cents per ton on the hundred mile haul over the fifty mile haul, in comparison with an increase of sixty cents in the next fifty miles, the correction making a reduction of about one-half in the supposed disparity.

It will be noted from this comparative table that for the shorter hauls of two hundred miles or less the rates upon the Northern Pacific are practically as low as those upon the Soo line, the only difference being that of five cents on the one hundred and fifty mile haul, and fifteen cents on the first fifty mile haul.

The Northern Pacific rate for the first fifty-mile haul has never been regarded by any one as unreasonable; there have never been any complaints or criticisms against it, not even by the commissioners.

Considering the relative location of the two lignite mines on the line of the Northern Pacific, and the location of the several towns and shipping points within the first hundred miles eastward from this further mine, both relatively to each other and to the two mines, the short haul rate is the most just and reasonable one for all interests involved. These considerations, as well as others, are well known, and will be fully appreciated by the commission.

The effective rates on lignite coal, on the line of the Soo, within North Dakota—that is, those by which it is able to obtain or control any business in that line—are those fixed for the shorter hauls, practically confined to distances not exceeding two hundred miles. The Soo line, in making its rate on lignite coal from its mines in North Dakota into Fargo, by way of its line and the Milwaukee, does not undertake to do more than meet the rate into Fargo over the Northern Pacific, at which rate it is practically without any business in the way of coal shipments into Fargo.

The same is substantially true of other long distance rates on the Soo, and their rates for long distances are not entitled to consideration by this commission as a basis of comparison with the Northern Pacific rates, as they do not have any tonnage between the long distance points.

But a more specific comparison of some of the rates in effect on the Soo with those on the Northern Pacific may be of benefit to the commission. For instance, the rate on the Soo from Lorrain, N. D., to Valley City, 185 miles, is \$1.45 per ton, while the rate from Dickinson, on the Northern Pacific, to Windsor, N. D., 194 miles, is but \$1.45; the Soo rate to Enderlin, 215 miles, is \$1.50, while the rate for the same distance on the Northern Pacific is \$1.55.

But even if any effective rates on the Soo were lower than a similar class of rates on the Northern Pacific, that fact would not, of itself, necessarily be a just basis of comparison in determining whether or not the Northern Pacific rate was reasonable. It is proper to assume that any rate now fixed or determined by the Commission will, when once enforced, continue as the rate to be charged until the conditions of the country, and the business to which the rate is applicable, shall so change as to require a different one, that is to say, practically, that it will be a permanent rate. The present rates on the Soo, with which the Commission are seeking to make a comparison as a basis for determining the reasonable rate on the Northern Pacific, are emergency and temporary rates, established by a comparatively new line reaching and passing through North Dakota by a circuitous route, and depending upon such arrangements as it can make with a number of connecting lines for access to the more important shipping points in the state. They are rates fixed primarily with a view of securing business, and not because the rate so fixed for that particular article of shipment is or will be remunerative. In fact, the principal object of such a line, in making an effort to secure or make shipments of that article, is not with a view, or any expectation, of remunerative earnings for the shipment of that article, but merely as an incident to securing or controlling the business of other shipments which may prove remunerative and which might not otherwise come to such a line.

The mere fact, therefore, that they are willing to enter into the business at any rate, however low, merely for the purpose of securing it, should not be relied upon to constitute a basis of comparison for determining a rate upon a line on which the conditions are not such as to justify such a course, and whose owners are entitled, notwithstanding such a course by another company, to charge, as a rate upon any commodity, sufficient to make its carriage fairly remunerative.

That the Soo line may be willing to put in, or has agreed to put in, even a lower rate than that which is now in force, ought not to be relied upon to justify the conclusion reached by the commissioners that the rates in effect on the Northern Pacific are excessive and unreasonable. It is more reasonable to assume that they are willing to take this course because the rates they now have in effect are not low enough to enable them to secure the business in competition with other lines more favorably located.

The same may be said of the course which the commission, in their statement, indicate that the Milwaukee has notified them that it is willing to pursue relative to this class of rates. The lines of the Milwaukee in North Dakota are so limited, in extent of mileage and tributary territory, that the use of their rates as a basis of comparison for rates on shipments exclusively within North Dakota is of no value whatever. A company whose lines within the state are confined to one running from the southeastern corner along the east

boundary line through only two counties and into a portion of another, and a short line through two other counties in the extreme southeastern corner of the state, not touching any mines within the state and more than 200 miles from any such mines, cannot fairly be considered as a factor in determining coal rates upon other lines traversing the entire state and having branches extending into every portion of the state.

But the commissioners have not confined their comparison to rates for the shipment of coal within the state, but have made a comparison between the rates on the Northern Pacific, between points in North Dakota, and rates on the Soo and Milwaukee on shipments of eastern coal into the state, calling particular attention to the rate on anthracite coal on the Soo from Gladstone, and intimate that the difference between the rate on that line between these points and the rate on the Northern Pacific in North Dakota, considering lignite coal is a cheaper commodity, is so great as to be an evidence of the unreasonableness of the Northern Pacific rate. But the commission are certainly too reasonable to insist that because lignite coal is a cheaper commodity than anthracite, and because one railroad company carries from Gladstone, Michigan, to Minneapolis, Minnesota, for a certain rate, the Northern Pacific should reduce its rate to any certain proportion of the Gladstone rate, based relatively on the two conditions of lesser distance and cheaper commodity, if the rate so ascertained and determined was, in itself, unremunerative.

The conclusions reached by the commission are in line with just such an unreasonable proposition. It is fair to assume, however, that the commission has fallen into this erroneous position by reason of the very unfair comparisons resorted to. On the same basis of reasoning, fair and reasonable rates for the Soo to charge for shipments of lignite within North Dakota would be much below its present rates for such shipments.

Making applicable to the Gladstone rate the reasoning resorted to by the commission, we would have to assume that the rate which the Soo charges from Gladstone to Minneapolis for anthracite shipments was remunerative, or they would not be in the business at that rate.

The following tables, showing the rates on the Soo for hard or soft coal in carload lots, per ton of 2,000 pounds, from Gladstone to the various points mentioned, giving rate per ton per mile, also, separately, the rates on the Soo for lignite coal from Lorrain, N. D., to the several points mentioned, giving the rate per ton of 2,100 pounds, and rate per ton per mile, conclusively show the unreasonableness of any determination arrived at, in fixing reasonable rates on lignite coal in North Dakota, by a basis of comparison with rates on long distance hauls outside of the state, as selected by the commission in making their statement:

SOO LINE.

HARD OR SOFT COAL.

Miles.	From Gladstone, Mich., To—	Per 2,000 Pounds.	Rate Per Ton Per Mile.
600	Enderlin.....	\$ 3 05	\$ 0 50
630	Valley City.....	3 25	0 51
665	Carrington.....	3 75	0 54

LIGNITE COAL.

Miles.	From Lorrain, N. D., To—	Per 2,100 Pounds.	Rate Per Ton Per Mile.
120	Carrington.....	\$ 1 25	\$ 1 04
185	Valley City.....	1 45	78
215	Enderlin.....	1 70	79

The rates given in the second of the above tables are, as we have already shown, the same as those for similar distances on the Northern Pacific.

The commission seems to treat as of light importance the stress of lake competition, as they term it, which they admit determines the rate on the Soo from Gladstone to Minneapolis. The rate on the Soo between the points mentioned, a distance of 343 miles—\$1.10—is as high as it could be made and secure business, the rate from Duluth, on soft coal, to Minneapolis being \$1.00. The fact is that the rate by water to Duluth is practically the same as by similar route to Lake Michigan points. As the haul from Duluth to Minneapolis is only about 150 miles, it can be readily seen why the Soo line puts in a rate of \$1.10 from Gladstone to Minneapolis.

The same may be said of the rates on anthracite and eastern coals on the Milwaukee to Fargo, Harlem and Edgeley, they are made to meet the rates of the Northern Pacific and Great Northern, from Duluth, the rate on the Milwaukee to Fargo, as stated by the commission, being \$3.50 and the rate on the Northern Pacific, from Duluth to Fargo, being \$3.00. The Milwaukee rate to Edgeley, \$3.25, is exactly the same as the Northern Pacific rate from Duluth to Edgeley, while that of the Milwaukee to Harlem is exactly the same as the rate of the Northern Pacific from Duluth to Oakes, which is the point on the branch of the Northern Pacific supplying the same territory as Harlem, on the branch of the Milwaukee. By a comparison of the mileage on the Northern Pacific from Duluth to the points mentioned, and that on the Milwaukee to the same points from Lake Michigan points, from which the Milwaukee takes eastern coal, the commission can readily see that the Milwaukee, in mak-

ing the rates mentioned, is only undertaking to meet the rate of a shorter line competitor. These Milwaukee rates do not, therefore, cut any figure as a basis of determining what is a reasonable mileage rate on the line of the Northern Pacific for lignite coal between points in North Dakota. They are not based upon any consideration of remuneration, or of rate per ton per mile, but simply to meet any rates which any other railroad company can afford to put in, or does put in, for shipments to the competitive points.

The comparison made by the commission with rates established by the boards of railroad commissioners of Iowa and Illinois is not a fair one. The conditions are not only dissimilar, but they are not similar in any substantial respects upon which reliance can be made for comparison.

The following table showing a comparison between the present Northern Pacific lignite rates in North Dakota, and those upon soft coal upon railroads in Missouri, Nebraska, Kansas, Colorado and Wyoming, in which the rates proposed by the commission are also noted in red, is submitted as one that presents the matter more fairly, the conditions of population, settlement and development of country, and tonnage of shipments, along and over the lines and within the states mentioned in the statement, approaching more nearly to such conditions along the line of the Northern Pacific in North Dakota than those existing within the states of Iowa and Illinois:

COMPARATIVE STATEMENT OF SOFT COAL RATES.

(Carload Shipments—Rates in cents per 2,000 pounds unless otherwise provided.)

For Distances of Miles.	Northern Pacific Railroad—Lignite From Dickinson, N. D.		In Missouri— Missouri Pacific, Tariff 2.027.	In Nebraska —Union Pacific, Tariff M 73.	In Kansas A. T. & S. F. Tariff 3 N.	From Rock Springs, Wyo., to Points on Union Pac. Ry.—Coal Tariff—No 3	From Canon, Colo., to Points on A. T. & S. F., A. T. & S. F. Tariff—H E.
	Present Rates per 2,100 Pounds—See 2,063.	Proposed Rates Per 2,100 pounds.					
50.....	90	75	80	80	70	250	175
100.....	100	95	100	120	130	250	175
150.....	115	115	125	150	160	300	280
200.....	135	135	150	180	170	400	320
250.....	150	155	180	205	210	400	320
300.....	180	175	190	230	240	425	350
350.....	225			550	265	450	

The statement of this proposition ought to be sufficient to satisfy anyone of its truth who has ever lived in North Dakota and knows anything about Kansas, Nebraska, Colorado, and Wyoming, in comparison with Iowa and Illinois. The statistics on file with the commission, and in reports which they have in their library, fully confirm it. There is submitted herewith the freight tariffs of the several lines mentioned, as indicated by number and designation under the several headings of the last mentioned comparative statement. These tariff sheets will fully confirm every item of the comparative statement, and the statement itself will show that upon a basis of comparison with lines operating in other states under similar conditions, the rates on the Northern Pacific in North Dakota must be considered reasonable.

But if any further comparison was required, it could be found in the conclusion recently arrived at by the Board of Railroad and Warehouse Commissioners of the state of Minnesota, whereby they decided that the rate of \$3.00, on the Great Northern, on hard and soft coal, from Duluth to Moorhead, a distance of 306 miles, was not unreasonable. They also decided, in the same case, that a rate of \$2.25 was a reasonable rate for a haul of 213 miles on the Northern Pacific, in Minnesota. This was made applicable to both hard and soft coal.

It is claimed by the Commissioners in their statement that the rates laid down in their citation were passed upon favorably by the Railroad committee of the last legislature, and the commission say that they have, on that account, accepted them as reasonable, this upon the supposition that Railroad committees had informed themselves of the reasonableness of the rates, and that the legislature were not supposed to be ignorant of the matters they enacted into law. The commissioners accept them, as so adopted, as *prima facie* evidence of their reasonableness.

No one familiar with the history of that legislation will undertake to say that any member of the legislature was familiar with the rates as finally incorporated in the bill when it became a law, or with the reasons upon which they were based. It is a well known fact that the committee of the lower house, the more numerous body of representatives of the people, adopted, and by their report approved, the lignite coal rates now in force on the line of the Northern Pacific. If expression of views thus formally given is ever of any weight, it ought to be considered in this case, as against one which is hurriedly given through the medium of an amendment in another house, not carefully considered, and rushed through without even the correction of glaring mistakes.

It is also proper to say that the present lignite coal rates of the Northern Pacific were put in by that company at the earnest solicitation of the members of the board of commissioners who were the immediate predecessors of the present board. Their request for the establishment of the rates now in force was based largely

upon their desire, as represented to the traffic officials of the company, that every possible encouragement and aid should be given to the development of the coal mining industry within the state of North Dakota. At that time it was neither claimed by the commission, nor conceded by the company, that the rates which were then put in, in accordance with this request, were, or would be, remunerative. The action of that board in making the request was taken largely at the instance of mine owners at Dickinson and Sims, who were anxious to build up a business in the sale of coal at points along the line of the Northern Pacific in North Dakota.

It is well known to the commission that these mine owners have admitted, and will not undertake to deny, that under the present rates on the Northern Pacific their coal business within North Dakota, along the line of the Northern Pacific, has been built up and developed beyond any reasonable expectations, and that these rates have not in any way crippled or injured their business.

That the present rates of the Northern Pacific for the shipment of lignite coal within North Dakota, on its line, are reasonable, and not more than is fairly remunerative, and consequently such as that company, or its receivers, is entitled to charge, will become apparent from the statement herewith submitted showing the passenger and freight traffic of the Northern Pacific, within North Dakota, during the year ending June 30, 1894, from which it will be seen that the gross earnings from operation within the state, for the year, amounted to only \$2,905,205.25, while the expenses were \$2,230,982.80, leaving for the net earnings from operation \$674,222.40, from which deducting taxes \$65,268.74 leaves only \$608,953.66 as the earnings for the state of North Dakota, covering an operation of 861 miles. It will be readily seen that such an amount of earnings is not sufficient to provide for a greater rate of interest than about five per cent on a capitalization of fifteen thousand dollars per mile; but, as is well known to the commission, that is a very low estimate of even a fair capitalization, being much below the sum per mile which would be required to reproduce the entire plant within North Dakota, even if the cost of the terminals was not taken into consideration. It will also be noted from the statement that the cost of carrying one ton one mile was practically equivalent to the present rate per ton per mile on lignite coal, that is, 0.792, which conclusively shows that the present rate on coal is not high enough to pay more than the cost of carriage.

North Dakota is given the benefit of every possible consideration in the statement of earnings herewith submitted, as that statement includes, as earnings for Dakota, not only receipts from local business, but for all inter-state business passing through the state, including teas and high-priced silks from China and Japan, and other eastern countries, and Pacific coast products, through to eastern American states, and commodities from the latter to the Pacific coast and far eastern country points.

What the receivers of the Northern Pacific have in this answer presented, is respectfully submitted to the commission as evidence, not only that the rates proposed by the commission are unreasonably low and unremunerative, but that the present rates of the Northern Pacific are reasonable and not excessive, in fact, not as high as they should be to enable the Northern Pacific railroad company to earn any fair profit.

THOMAS F. OAKES,

HENRY C. PAYNE,

HENRY C. ROUSE,

Receivers, Northern Pacific Railroad Company.

By J. M. HANNAFORD,

General Traffic Manager.

Based upon the showing of the defendant roads, and upon the testimony previously gathered by this office, the commissioners, on December 20th, issued an order establishing the following schedule of reasonable maximum rates for the hauling of lignite coal within the state of North Dakota:

Distances.	Rate Per Ton.
100 miles or under.....	\$1 00
125 miles and over 100 miles.....	1 25
140 miles and over 125 miles.....	1 35
150 miles and over 140 miles.....	1 40
160 miles and over 150 miles.....	1 45
170 miles and over 160 miles.....	1 45
180 miles and over 170 miles.....	1 50
190 miles and over 180 miles.....	1 55
200 miles and over 190 miles.....	1 55
210 miles and over 200 miles.....	1 60
220 miles and over 210 miles.....	1 65
230 miles and over 220 miles.....	1 70
240 miles and over 230 miles.....	1 75
250 miles and over 240 miles.....	1 75
260 miles and over 250 miles.....	1 80
270 miles and over 260 miles.....	1 80
280 miles and over 270 miles.....	1 90
290 miles and over 280 miles.....	1 95
300 miles and over 290 miles.....	2 00
310 miles and over 300 miles.....	2 00
320 miles and over 310 miles.....	2 05
330 miles and over 320 miles.....	2 10
340 miles and over 330 miles.....	2 15
350 miles and over 340 miles.....	2 15

This schedule the commissioners believe to be fair and reasonable, and enforceable in the courts, should any of the roads resist it.

THE ANNUAL INSPECTION.

In 1893 the commissioners made the annual inspection of all lines operated in this state, pursuant to the provisions of Section 10, Chapter 122, of the Session Laws of 1890, taking the principal railway systems during the months of June and July. The inspection of the Chicago & Northwestern road, which operates but a small mileage in the state, was deferred until later in the season, when the work of the office was less urgent. Owing to the press of World's Fair traffic on the principal roads that year the commissioners accepted the dates most convenient to the management of the roads, as it was desired to suit their convenience so that some of the officials of the road might accompany the Board and listen with them to such petitions and complaints as were presented. This arrangement made the inspection trip over some of the lines later than was desirable, crowding the construction of platforms and other improvements petitioned for and decided upon during the trip into the busy fall season, when it was found difficult to complete all the improvements before the close of the season.

The Commissioners, in company with the General Superintendent, made the inspection of the lines of the Minneapolis, St. Paul & Sault Ste. Marie road in the state, in accordance with the following notice, which was duly published, as required by law :

To Whom it May Concern :

Pursuant to the provisions of Section 10, Chapter 122, of the Session Laws of 1890, the Commissioners of Railroads of the State of North Dakota, will make their annual visit to the stations and inspection of the lines of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company and branches in the State of North Dakota, as follows, to-wit:

Cathay, in the County of Wells; Valley City, Fingal and Lucca, in the County of Barnes; Enderlin and Moselle, in the County of Ransom; Mantador, Hankinson, Fairmount and Lidgerwood, in the County of Richland; Ransom and Forman, in the County of Sargent; Oakes, Fullerton, Boynton and Merricourt, in the County of Dickey, and Kulm, in the County of La-Moure, on the 27th day of June. 1893.

FINLAY GRANT,
Secretary.

PETER CAMERON,
Chairman.

At the time of the inspection the road was still under construction, but since completed, to the northern boundary of the state. The

lines were found to be in excellent condition, the main line being in particularly good condition for a new road, and the buildings and other improvements of the most modern pattern. Two excellent features were introduced by this road for the first time in the state. They were a portable station house for use at new and small stations where the business was uncertain, and a raised earthen platform covered with cinders in lieu of the former plank platform. The portable station house will be put in at any point where there is a reasonable prospect of a paying business, and can be taken down and relocated without injury should it be found necessary. The earthen depot platform is an improvement over the plank platform, as it removes the possibility of danger to person or property through broken planks, needs no repairs, and being deeply covered with cinders is always free from mud. The platform was used as a model for most of the loading platforms constructed during the year.

No complaints and but few petitions were received on the trip. All the petitions received were favorably acted upon by the board and promptly agreed to by Superintendent Pennington.

The inspection of the lines of the Chicago, Milwaukee & St. Paul road was made in company with Superintendent H. R. Williams, accompanied by division superintendents Bush and Bunker, according to the following arrangement, duly advertised, as provided by law :

Edgeley, in the county of LaMoure; Monango, Duane and Ellendale, in the county of Dickey; Brampton, Cogswell and Harlem in the county of Sargent, on the 28th day of June, 1893.

Fairmount, Tyler, Wahpeton, Woodhull, Abercrombie and Christine, in the county of Richland; Hickson, Wild Rice, Saunders and Fargo, in the county of Cass, on the 27th day of June, 1893.

This road has three lines running into the state, having termini at Edgeley, Harlem and Fargo. The track and roadbed are maintained in excellent condition, the lines being relaid with new ties. The bridges on this road were found to be unusually strong and substantial, and given due attention.

At Edgeley a delegation was present to petition for a platform, the petition being promptly granted and the platform located by Supt. Williams. At Tyler a large delegation was heard in the matter of removing a siding or station, the particulars of which will be found elsewhere in this report.

The inspection of the lines of the Northern Pacific Railway company was made in company with the general superintendent, M. C. Kimberly, and the division superintendents over the respective divisions, in accordance with the following arrangement (save that of the last day) duly advertised as provided by law :

Fargo, Davenport and Leonard, in the county of Cass; Sheldon, Lisbon and Englevale in the county of Ransom; Valley Junction, LaMoure and Edgeley, in the county of LaMoure; Oakes, in the county of Dickey; Grand Rapids, Dickey and Adrian in the county of La Moure; Montpelier, in the county of Stutsman, on the 10th day of July.

Leeds, Minnewaukan and Oberon, in the county of Benson; New Rockford, in the county of Eddy; Sykeston, in the county of Wells; Carrington and Melville, in the county of Foster; Pingree and Jamestown, in the county of Stutsman, on the 11th day of July.

Medora, in the county of Billings; Belfield, Dickinson, Gladstone, Tyler and Richardton, in the county of Stark; Hebron, Glen Ullen, Sims, New Salem and Mandan, in the county of Morton; Bismarck, Menoken and, Sterling, in the county of Burleigh; Steele, Dawson, Tappan and Crystal Springs, in the county of Kidder; Medina, Windsor, Eldridge and Jamestown, in the county of Stutsman, on the 12th day of July.

Spiritwood in the county of Stutsman; Eckelson and Dazey, in the county of Barnes; Cooperstown, in the county of Griggs; Sanborn, Valley City and Oriska, in the county of Barnes; Tower City, Buffalo, Wheatland, Casselton, Mapleton and Fargo, in the county of Cass, on the 13th day of July.

Grand Forks, Meckinock, Gilby and Johnson, in the county of Grand Forks; Forest River and Grafton, in the county of Walsh; Drayton and Pembina, in the county of Pembina, on the 14th day of July.

Milnor in the county of Sargent; Wyndmere, Moreton, Farmington and Wahpeton in the county of Richland, on the 15th day of July, 1893.

The inspection of the Milnor branch, arranged for the 15th day of July, was deferred at the request of the management of the road, so that the Commission might grant a conference with General Manager Mellen and Chief Engineer Kendrick as to the arrangements in regard to the platforms and other improvements recommended by the Board, these gentlemen being on their way to the Pacific coast to be absent for some time. The arrangement made is referred to elsewhere in this report.

The main line of the Northern Pacific was found to be in excellent condition, the roadbed and track being given careful attention by those in direct superintendence. Owing to the encroachments of the Missouri river in the vicinity of the bridge crossing the Missouri between Bismarck and Mandan, the company has been obliged to do a great deal of riprapping to protect the embankments. The branch lines are not maintained in such good condition, though the company materially improved the Fargo & Southwestern and the Jamestown & Northern branches during the year.

During the trip the Board and the General Superintendent listened to delegations at Horace, Berlin, Edgeley, Glover, Dickey, Adrian, Oberon, Sheyenne, Steele, Urbana, Eckelson, Hannaford, Dazey, Odell, Sanborn, Berea, Tower City, Buffalo, Gilby, Voss, Forest River and Cashel, presenting for the most part, petitions for platforms and other minor improvements, all of which were satisfactorily arranged and are referred to elsewhere in this report.

Commissioner Stevens was delegated to make the inspection trip over the Milnor branch, which he did on July 28th, finding the road in fairly good condition. During the trip he received and heard delegations at Wyndmere, Delamere and Milnor, all petitioning for improvements, which petitions are referred to elsewhere in this report.

The inspection of the lines operated by the Great Northern Railway Company was made according to the arrangement herewith

quoted, duly published as provided by law. The Commissioners were unsuccessful in securing the presence of any of the general officers of the road on the trip. Division Superintendent Ponsonby accompanied the Board over his division, but for the rest of the week the Board was unaccompanied. The following is the arrangement of the trip.

Fargo, Harwood, Argusville, Gardner and Grandin, in the county of Cass; Kelso, Hillsboro, Cummings and Buxton, in the county of Traill; Reynolds, Thompson, Grand Forks and Marvel, in the county of Grand Forks; Ardock, Minto and Grafton, in the county of Walsh; Crystal and Cavalier, in the county of Pembina; Auburn, in the county of Walsh; St. Thomas, Glasston, Hamilton, Bathgate and Neche, in the county of Pembina, on the 17th day of July.

Ojata, Emerado, Arvilla and Larimore, in the county of Grand Forks; Langdon, Osnabrook and Milton, in the county of Cavalier; Edinburg, Park River and Conway, in the county of Walsh; Inkster, Orr, McCanna and Niagara, in the county of Grand Forks; Petersburg, Michigan City, Mapes and Lakota, in the county of Nelson; Bartlett and Crary, in the county of Ramsey, on the 18th day of July.

Devils Lake City, Grand Harbor and Church's Ferry, in the county of Ramsey; Cando, in the county of Towner; Rolla and St. John, in the county of Rolette; Leeds, York, Pleasant Lake, in the county of Benson; Rugby, in the county of Pierce; Willow City and Bottineau, in the county of Bottineau, on the 19th day of July.

Buford, Williston, in the county of Williams; White Earth, Stanley and Minot, in the county of Ward; Towner, in the county of McHenry, on the 20th day of July.

Northwood, in the county of Grand Forks; Hatton, Portland, Clifford and Galesburg, in the county of Traill; Erie, Ripon and Page, in the county of Cass; Hope, in the county of Steele; Everest and Casselton, in the county of Cass, on the 21st day of July.

Mayville and Blanchard, in the county of Traill; Hunter, Arthur, Ameniah, Durbin, Davenport and Kindred, in the county of Cass; Walcott, Colfax, Dwight, Wahpeton, Devillo, Hankinson, Stiles and Lidgerwood, in the county of Richland; Cayuga, Rutland and Straubville, in the county of Sargent; Guelph and Ellendale, in the county of Dickey, on the 22d day of July.

The main lines of the road were found in good condition, and the branch lines for the most part in but fairly good condition. While perhaps maintained up to the condition warranted by the amount of traffic passing over them, they are not wholly satisfactory. This condition is due to the conservative financial management of the road, and, in part, no doubt, to the completion of the main line to the Pacific coast, which required first attention in the past few years. The Portland branch was found to be in very bad condition, even unsafe. The rails were badly broken, the ties so much decayed that in many places they yielded to the pressure of the foot and broke off under the rail. The track between Everest and Portland was condemned by the board as unsafe if continued in its present condition. The board was given to understand that during 1894 this branch would be put in safe condition. The Mayville branch was put in excellent condition during the year, being re-graded and re-railed with steel rails.

During the trip the board met and listened to delegations at Cummings, Thompson, Levant, Ardock, Hoople, Crystal, Canton, St. Thomas, Hamilton, Bathgate, Edinburg, Milton, Osnabrock, Langdon, Easby, Pisek, Inkster, Michigan City, Lakota, Bartlett, Penn, Cando, Baird, Bisbee, Rolla, Rugby, Barton, Willow City, Omemee, Bottineau, Towner, Kempton, Mayville, Hope, Colgate, Page, Ayr, Arthur, Kindred, Stiles, Genesee, Havana, Straubville, Guelph, Silver Leaf and Devillo. These delegations presented petitions and filed complaints of almost every variety, nearly all of them being satisfactorily adjusted later on, particulars of which will be found elsewhere in this report.

The inspection of the Chicago & Northwestern road was made on Tuesday, Nov. 7, after due announcement, as provided by law. This road operates but 14.28 miles of track in the state, and the business passing over it is unusually light, so that the inspection was a mere matter of form, complying with the technical requirements of the law. The line was found in excellent condition, and the service even better than the traffic of that branch would warrant. There are but two stations on this line within the state. No petitions or complaints were received.

In 1895 practically the same order was followed in make the inspection of the railway lines of the state, the inspection beginning on the line of the Minneapolis, St. Paul & Sault Ste. Marie road, according to the following advertised program :

Lorrain, Minot and stations in Ward county, on Tuesday, the 29th day of May, 1894.

Venlo, Voltaire, Balfour, Anamoose, in the county of McHenry; Harvey, Manfred, Fessenden, Cathay, in the county of Wells; Lemert, Carrington, Bordulac, in the county of Foster; Kensal, Courtenay, in the county of Stutsman; Wimbledon, Leal, Clive, Valley City, Lanona, Fingal and Lucca, in the county of Barnes; Enderlin, Anselm, Sandoun in the county of Ransom; Moselle, Mantador, Hankinson, Fairmount and Lidgerwood, in the county of Richland; Ransom, Perry, Forman, Towanda, Nicholson, in the county of Sargent; Oakes, Fullerton, Boynton and Merricourt, in the county of Dickey, and Kulm, in the county of LaMoure, on Wednesday, the 30th day of May, 1894.

During this inspection the Board took the opportunity to visit the various lignite coal mines being developed along this line, north of Minot, principally at Lorrain and Kenmare, and which the road is encouraging in a praiseworthy manner. Delegations were met and complaints or petitions heard at Manfred, Kensal, Courtenay, Wimbledon, Enderlin and Nicholson, and all satisfactorily adjusted save in one or two instances in the case of petitions for street crossings, over which the Board had no jurisdiction. The Board was accompanied on the trip by General Superintendent Pennington.

The trip over the Chicago, Milwaukee & St. Paul road was made in company with Superintendent Williams, General Roadmaster Moll, and Division Superintendents Bunker and Bush, according to the following advertised program :

Edgeley, in the county of LaMoure; Monango, Duane and Ellendale, in the county of Dickey; Brampton, Cogswell and Harlem, in the county of Sargent, on Thursday, the 31st day of May, 1894.

Fairmount, Tyler, Wahpeton, Woodhull, Abercrombie and Christine, in the county of Richland; Hickson, Wild Rice, Saunders and Fargo, in the county of Cass, on Friday, the 31st day of June, 1894.

Delegations were met at Brampton, Cogswell, Harlem, Fairmount, Tyler, Abercrombie and Saunders, and in each case the matters brought up were satisfactorily adjusted. At Tyler, a contest between the citizens and the road, of many years standing, was arbitrated by securing concessions from both sides.

The only change in the program from 1893 was that the trip over the Great Northern was given precedence over the Northern Pacific trip so that the occasion for the delays of the preceding year might be removed. The trip was made according to the following duly advertised program:

Fargo, Harwood, Argusville, Gardner and Grandin in the county of Cass; Kelso, Hillsboro, Cummings and Buxton in the county of Traill; Reynolds, Thompson, Grand Forks and Manvel in the county of Grand Forks; Ardoch, Minto and Grafton in the county of Walsh; Crystal and Cavalier in the county of Pembina; Auburn in the county of Walsh; St. Thomas, Glasston, Hamilton, Bathgate and Neche in the county of Pembina, on the 4th day of June.

Ojata, Emerado, Arvilla and Larimore in the county of Grand Forks; Langdon, Osnabrock and Milton in the county of Cavalier; Edinburg, Park River and Conway in the county of Walsh; Inkster, Orr, McCanna and Niagara in the county of Grand Forks; Petersburg, Michigan City, Mapes and Lakota in the county of Nelson; Bartlett and Cray in the county of Ramsay, on the 5th day of June.

Devils Lake City, Grand Harbor and Churchs Ferry in the county of Ramsay; Cando in the county of Towner; Rolla and St. John in the county of Rollette; Leeds, York and Pleasant Lake in the county of Benson; Rugby in the county of Pierce; Willow City and Bottineau in the county of Bottineau, on the 6th day of June.

Buford, Williston in the county of Williams; White Earth, Stanley and Minot in the county of Ward; Towner in the county of McHenry, on the 7th day of June.

Northwood in the county of Grand Forks; Hattan, Portland, Clifford and Galesburg in the county of Traill; Erie, Ripon and Page in the county of Cass; Hope in the county of Steele; Everest and Casselton in the county of Cass, on the 8th day of June.

Mayville and Blanchard in the county of Traill; Hunter, Arthur, Amenia Durbin, Davenport and Kindred in the county of Cass; Walcott, Colfax, Dwight, Wahpeton, Devillo, Hankinson, Stiles, and Lidgerwood in the county of Richland; Cayuga, Rutland and Straubville in the county of Sargent; Guelph and Ellendale in the county of Dickey, on the 9th day of June.

As on the preceding year, none of the general officers accompanied the board, though invited and urged to do so. Division Superintendents Ponsonby and Evans accompanied them over their respective divisions.

Delegations were met at Grandin, Kelso, Buxton, Hoople, Canton, Langdon, Milton, Union, Park River, Michigan City, Lakota, Perth, Cando, York, Omemee, Bottineau, Towner, Northwood, Clifford, Murray, Blanchard, Davenport, Wolcott, Geneseo, Silver

Leaf, and Galesburg. The delegations were chiefly on matters concerning loading platforms.

The inspection trip over the Northern Pacific road was made according to the following program, save that owing to the precipitation of a general strike the inspection of the Milnor branch had to be postponed:

Fargo, Davenport and Leonard in the county of Cass; Sheldon, Lisbon and Englevale in the county of Ransom; Verona, Valley Junction, LaMoure, Berlin, Medbery and Edgeley in the county of LaMoure; Glover and Oakes in the county of Dickey; Grand Rapids, Dickey and Adrian in the county of LaMoure; Montpelier in the county of Stutsman, on the 25th day of June.

Leeds, Mtnnewaukan and Oberon, in the county of Benson; New Rockford in the county of Eddy; Sykeston in the county of Wells; Carrington and Melville in the county of Foster; Pingree and Jamestown in the county of Stutsman, on the 26th day of June.

Medora in the county of Billings; Bellfield, Dickinson, Gladstone, Taylor and Richardson in the county of Stark; Hebron, Glen Ullen, Sims, New Salem and Mandan in the county of Morton; Bismarck, Burleigh and Sterling in the county of Burleigh; Steele, Dawson, Tappan and Crystal Springs in the county of Kidder; Medin, Windsor, Eldridge and Jamestown in the county of Stutsman, on the 27th day of June.

Spiritwood, in the county of Stutsman; Eckelson, Odell and Dazey, in the county of Barnes; Cooperstown, in the county of Griggs; Sanborn, Valley City and Oriska, in the county of Barnes; Tower City, Buffalo, Wheatland, Casselton, Mapleton and Fargo, in the county of Cass, on the 28th day of June.

Grand Forks, Meckinock, Gilby and Johnston, in the county of Grand Forks; Forest River, Grafton, Cashel and St. Andrews, in the county of Walsh; Drayton, Pillsbury, Bowesmount and Pembina, in the county of Pembina, on the 29th day of June.

Milnor and DeLamere, in the county of Sargent; Wyndmere, Moreton, Farmington and Wahpeton, in the county of Richland, on the 30th day of June, 1894.

The Board was accompanied on the trip by Division Superintendent Wilson.

Delegates were met at Horace, Davenport, Woods, Englevale, Verona, LaMoure, Pingree, Gilby and Drayton, chiefly in the matter of loading platforms.

The Commissioners found the roads in practically the same condition as in 1893, save that the Great Northern had improved the Portland branch. Owing to the financial stringency and falling off in the volume of traffic the roads were undertaking no new improvements not absolutely necessary. Full descriptions of the characteristics and equipment of the road can be found in previous reports of this office.

After having made two inspections of the entire lines of the roads operating in this state, the commissioners believe the annual inspection to be one of the best features of our present law. If to the present requirements could be added one making it obligatory upon each road to send at least one general officer to accompany the board, the inspection trip could be made much more useful. There would then be the opportunity for the management of the roads, the

people, and the commissioners to come together and intelligently understand each other. The annual inspection affords an opportunity of adjusting many small grievances that would otherwise continue to irritate the public or work detriment to the individual.

MISCELLANEOUS.

NEW CORPORATIONS.

One new railway corporation filed articles of incorporation with the secretary of state during 1893—the Red River Valley & Western Railway company. Frand Lynch, Georgia Lynch, Stephen B. Bartlett, Walter R. Reed and Herbert F. Chaffee are the incorporators. The articles of incorporation provide for the construction of a road from Addison, on the line of the Great Northern Railway, to a point on the Maple river, due west from Addison, in township 138, range 55, a distance of 20 miles, more or less. There was completed of this road 11.79 miles, when it was sold to the Great Northern Railway company, by whom it is now operated.

The Great Northern Railway company filed with the secretary of state a resolution authorizing the construction of an extension of the above line through Cass and Barnes counties, and into Stutsman county to the James river. No work has been attempted on the proposed extension.

During 1894 one new railway corporation filed articles of incorporation with the secretary of state—the Duluth & North Dakota Railroad company—under date of August 20, 1894. The incorporators were David W. Hines, Alpheus Adams, William Hines, Jabus W. Hines and Napoleon Nault. The articles of incorporation provide for the construction of a line of road from a point at or near Drayton, in Pembina County, to a point at or near Portal, in Ward county. Only preliminary work has been done by this corporation.

GRAIN GRADING SUPPLIES.

At the time when the attempt was made to enforce the provisions of Chapter 188, Session Laws of 1890, in relation to the inspection, weighing and handling of grain, a number of necessary implements and supplies were purchased, including scales, grain testers, sieves, etc. These supplies were distributed at different points through the deputy grain inspectors. There appearing no record in this office of the disposition of this property, efforts were made to have it called in. Most of this property has been located, through the assistance of the inspectors, and part of it is now

in this office. Repeated requests, however, have so far failed to induce those holding the remainder to ship it to this office.

DISTRIBUTION OF CARS.

It has been customary for this office to be overrun with complaints of a lack of cars during the grain shipping season. During the season of 1893 there were very few such complaints, and those received were promptly and satisfactorily adjusted. The absence of such complaints was due largely to the short crop, and to the efforts of the various roads to facilitate the handling of grain and accommodate all shippers as promptly as possible. Before the opening of the shipping season the board conferred with the management of the roads in regard to the distribution of cars, and arranged that the plan of pro rata distribution agreed upon with this office for the preceding season, should continue in effect. The fairness of the arrangement, and its success in aiding the movement of grain as well as the faithfulness of the roads in complying with the terms of the arrangement, during that season, was best demonstrated by the absence of complaint.

During the present season, however, the increased crop along its line, the tying up of its cars by the forest fires at the opening of the season, and other reasons not apparent to this office, produced practically a blockade along the line of the Great Northern road. Notwithstanding that they leased cars from other lines the blockade continued all through the season, and though each complaint filed through this office usually brought temporary relief, as a matter of fact the board was powerless to help. When cars were needed they were needed at once, and legal coercion would be too slow a process to offer immediate relief. Repeated charges were made of discrimination in favor of elevator companies, sometimes apparently well founded. On the other hand, many of the complaints filed with this office of a lack of cars came from elevator companies. This is a matter that needs regulation, though how to provide relief prompt enough to be of benefit has not yet been suggested to the board.

DEATH OF GENERAL MANAGER W. S. MELLEN.

The saddest incident connected with the intercourse of this office with the officials of the various roads was the unexpected death of W. S. Mellen, general manager of the Northern Pacific road, which occurred before the end of the trip begun in company with this board in 1893. Mr. Mellen began an inspection of the lines of the Northern Pacific at the time of the annual inspection of the lines of that road in this state by this board. For two days the board made the inspection in company with Mr. Mellen, which concluded with an entirely satisfactory conference concerning improvements in this state. While still on that inspection Mr. Mellen was taken suddenly ill, on the Pacific coast, and died within a few days of the time when the board left him in apparent good health. The board here desires to record its appreciation of the ability and integrity of Mr.

Mellen. During their brief intercourse with him they found him courteous and obliging, and while honest in his obligations to his road, was always fair and just to the public. He was a broad-minded man, and seemed everywhere to have the respect and confidence of those who were associated with him or under him.

COMPLAINTS AND PETITIONS.

Since the first day of January, 1893, the following complaints and petitions have been received and filed in the office of the Commissioners of Railroads. Each complaint and petition has received the careful attention of the board, and, as far as the board has been able to learn, in almost every case the matters passed upon have been adjusted to the satisfaction of all parties interested. A few of these petitions and complaints referred to matters outside the jurisdiction of the Board, but in each case an arbitration of the matter was attempted.

108—H. Bidlake and 66 others, of Osnabrock, petitioners, vs. Great Northern Railway company.

A complaint of discrimination of freight rates and a petition for their adjustment. It is recited by the complainants that by a recent change in the freight rates the rate on wheat to terminal points is one cent higher from Osnabrock than from Milton, six miles distant. This large increase in so short a distance was represented to work an injustice to Osnabrock.

A copy of the complaint and petition was forwarded to W. P. Clough, vice president of the Great Northern road, to which he made the following reply :

ST. PAUL, Minn., April 4, 1893.

Mr. M. J. Edgerly, Secretary North Dakota Railroad Commission, Bismarck, North Dakota:

DEAR SIR: Referring to the petition of residents of Osnabrock and vicinity, there seems to be some misunderstanding on the part of the petitioners. The first tariff put in from Milton and Osnabrock after the construction of the line to these points, made a rate of 22 cents to Milton and 22½ cents to Osnabrock. This tariff remained in force until the tariff of 1891 was issued, when the rates were made 21 cents to Milton and 22 cents to Osnabrock. By the tariff of the present year, the rates are 20 cents to Milton and 21 to Osnabrock. It is therefore entirely incorrect to refer to the differential of one cent as being a recent arrangement. Two crops have been moved under it. We think the tariff, in all particulars, a fair one and reasonable, considered in itself, and also relatively between the two points. Hence we do not think the situation requires any action.

You will observe, of course, a handsome reduction in rates from both points within the past five years.

Yours respectfully,

W. P. CLOUGH,
Vice President.

As the rate complained against is inter-state, it was not within the jurisdiction of the board. However, in a conference held later on with the management of the road the apparent injustice of the rate was pointed out, but the road was unwilling to make a change. As a similar matter was still later referred to the inter-state commerce commission nothing further was done.

109.—Citizens of the town of Bisbee, petitioners, vs. Great Northern Railway Company.

A petition for erection of a depot and the establishment of an agency at that station. A copy of the petition was forwarded to A. L. Mohler, general manager of the road, to which he made the following reply :

ST. PAUL, Minn., March 30, 1893.

Mr. M. J. Edgerly, Secretary Board of Railroad Commissioners, Bismarck. N.D.

DEAR SIR: Your letter of 21st inst., with petition for depot at Bisbee received. The daily earnings the past fiscal year at that point are as follows:

Freight received.....	\$5 73
Ticket sales.....	27
Total daily receipts.....	\$8 00
Number of tickets sold daily.....	3

The business at this point does not warrant such improvement. You will please recall that during the drouth period this company dealt liberally with the people on that line in the way of contributions and free transportation, while the line has always been operated at a loss since its completion. We would cheerfully grant the request if the business justified the expenditure.

Yours truly,

A. L. MOHLER.

Upon the receipt of this communication Chairman Cameron was instructed by the board to proceed to Bisbee, to investigate the necessity for the facilities asked for. His findings were embodied in the following letter to General Manager Mohler :

BISMARCK, N. D., June 7, 1893.

Mr. A. L. Mohler, General Manager Great Northern Railway, St. Paul, Minn.

DEAR SIR: * * * * In your letter refusing to grant the petition you point out the injustice it would do your road to have to undertake such an expenditure in view of the small amount of freight and ticket receipts—the former being given at \$5.75 daily and the latter as 27 cents daily. It is needless to point out that ticket sales would be largely credited to the nearest stations. In the matter of freight receipts the Board has credible evidence that three firms doing business there paid for freight from May 1, 1892, to May 1, 1893, \$2,895, an average of more than \$8 daily. And it is reasonable to suppose that a certain amount of business legitimately belonging to Bisbee is credited to the nearest stations.

The Board also found that over 200 cars of grain were shipped from Bisbee in that time. * * * The volume of business done there last year—to and from Bisbee—aggregated about \$25,000 and will be largely increased this year.

It was found that Bisbee contained 3 general stores, 1 hotel, 2 blacksmith shops, 1 lumber yard, 2 elevators—70,000 bushels capacity.

If the management is not inclined to grant the request of the petitioners without further investigation, I would suggest that a stop be made at Bisbee on the annual inspection trip of the Board, at which time it is expected your general superintendent will be with them, and that the matter be then fairly considered, and the petitioners granted a personal hearing.

Very respectfully,

FINLAY GRANT,
Secretary.

As the general superintendent failed to accompany the Board on the inspection trip, a conference was later held with James J. Hill, president of the road, in the matter of several agencies petitioned for, and a concession received whereby the section house was opened as a station house for the accomodation of passengers.

110.—J. O. Blonin and 55 other citizens of DeLamere, petitioners, vs. Northern Pacific Railroad Company.

A petition for an agent at the station of DeLamere. A copy of the petition was forwarded to W. S. Mellen, general manager of the road, to which he replied that under existing conditions the road did not consider the business of the station would warrant putting in an agent. Commissioner Stevens was instructed to proceed to DeLamere to investigate, and the substance of his findings were submitted to General Manager Mellin in the following communication :

BISMARCK, N. D., June 8, 1893.

Mr. W. S. Mellen, General Manager Northern Pacific Road, St. Paul, Minn.:

DEAR SIR: Last month the board of railroad commissioners considered your refusal of the petition of patrons of the station of DeLamere for an agent of your road. Before taking any formal action in the matter the board concluded to investigate the justice of the demand of the petitioners. * * * After a consultation with some of the petitioners they were satisfied to modify their petition, and would gladly accept the temporary expedient of having an agent there during the busy fall months when most of their grain is shipped and most of their grain imported. Considering the amount of business done at that point it is felt that the management of your road will be pleased to grant them so reasonable a favor.

The board in its inquiries found that DeLamere has 2 stores---a new one in course of erection---1 lumber and wood yard, 1 blacksmith shop, 1 boarding house, and 2 grain warehouses. During the year ending May 1, 1893, 293 cars of grain were shipped from DeLamere, and on a reasonable estimate the business at that point---to and from---amounts to \$20,000 a year.

Considering these facts the board expresses the hope that the modified petition of these people for an agent during the busy fall months will receive your favorable consideration.

Very respectfully,

FINDAY GRANT, Secretary.

The modified petition was granted by the road upon condition that the crop results warranted the expectation of sufficient business in the fall. The crops, however, were unsatisfactory, and the petition was not further pressed, either by the petitioners or the board.

111.—J. D. Trenholme and 64 other citizens of Bathgate, petitioners, vs. Great Northern Railway company.

A petition for a loading platform, for the construction of additional sidetrack, and the opening of a street crossing. The petition was investigated by the board during the annual inspection of the Great Northern lines, in compang with Division Superintendent Ponsonby. The petition for a loading platform was recommended favorably, and the platform built by the company. The petition for additional sidetrack was pressed by the board, but the management of the road urgently and persistently declined to grant the petition, and requested the board to withhold any orders to put in additional

sidetrack anywhere in the state during the year, pointing out the decreasing volume of business and the financial stringency, due to the business and financial panic, which as seriously affected railroads as other corporations or individuals. The board, considering other improvements, particularly loading platforms, more necessary, did not further insist on sidetrack facilities, though every petition was forwarded with a favorable recommendation where such facilities seemed necessary. In the matter of street or highway crossings the statutes provide other methods for enforcing their construction than through the office of the railroad commissioners, the town or township authorities being clothed with the necessary power to proceed. Section 3, Chapter 127, Session Laws of 1890, provides:

NOTICE TO BE SERVED.—It shall be the duty of the officer or officers having charge of any public highway intersected by any line of railway to serve a written notice upon the nearest station agent or superintendent having charge of that portion of the railway where such intersection occurs, that such crossings as herein described shall be built or repaired.

As to the enforcement of this provision Section 6 of the same law provides:

LIABILITIES FOR DAMAGES FOR NEGLECT.—Any railroad company which shall neglect to comply with the terms of this act, shall be liable to pay damage to the county, city, village or town in which the highway is situated, the sum of thirty (30) dollars for such neglect. The same to be recovered in an action brought in the name of the county, city, village or town, as the case may be. It is hereby made the duty of the state's attorney to prosecute to judgment any claim arising under the foregoing provision, without charge to the said county, city, village or town for attorney's fees.

However, the board has invariably pressed the petitions, leaving it for the local authorities to take action where the roads declined to put in the crossings petitioned for.

112.—C. W. Dowd and 23 other citizens of Inkster, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Inkster. The petition was investigated at the annual inspection of the Great Northern lines, and was favorably recommended, and the platform built by the company.

113.—Andrew Thurston and 49 other citizens of the town of Dazey, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform on the side track at the station of Dazey. The petition was investigated on the annual inspection for the Northern Pacific lines, and was favorably recommended, and the platform built by the company.

114.—August Gollnick, clerk, on behalf of the Board of Supervisors of the Township of Brightwood, Richland county, complainant, vs. Great Northern Railway company, and Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A complaint that the railway companies cited failed to construct

or maintain certain highway crossings in the town of Brightwood. Both roads were notified of the complaint. The Soo road replied that they had never been notified of any omission on their part in the matter of crossings, and expressed a willingness to put them in as soon as they were notified of the particular places needing them. The Great Northern road replied that to their best knowledge they had complied with every demand for such crossings. The board of supervisors were so notified.

115.—Peter Fyfe and 45 other patrons of the station of Gilby, petitioner s, vs Northern Pacific Railway company.

A petition for a loading platform. Accompanying the petition was a complaint of a low place at the east side of the depot which needed attention. The petition was favorably reported, and the platform built by the company. The complaint being called to the attention of the general superintendent on the annual inspection, he agreed that it should be rectified.

116.—Wm, C. Daniels and 44 other citizens of Lakota, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Lakota. It was represented to the Board that several unsuccessful attempts had previously been made to secure such a platform, the citizens even making a subscription to pay the cost of the construction of such a platform if the road could be prevailed upon to give a site. This the road was represented as unwilling to do. The petition was favorably passed upon by the board, and the case represented to the company. With scarcely any delay the company agreed to put in the platform.

Since the construction of the platform a complaint has been filed by the secretary of the Lakota board of trade, that the platform was not satisfactory. The complaint was investigated by the board, and found well founded. The division superintendent in charge agreed to have the platform improved and extended.

117.—Messrs. Sauter & Fraine, attorneys, complainants, vs. Northern Pacific and Red River Valley Elevator companies.

A notice of the failure of the Northern Pacific Elevator company and the Red River Valley Elevator company, and the inquiry : "Did the Northern Pacific or Red River Valley Elevator companies file with the board the bond provided for in section 5, chapter 126, of the session laws of 1871, for the protection of the holders of outstanding tickets, and if so, what was the amount of the bond?" Similar complaints and inquiries were received almost daily at the time. The records of this office showed as related in the following communication :

BISMARCK, N. D., June 17, 1893.

Messrs. Sauter & Fraine, Grafton, N. D.

DEAR SIRs: Acknowledging your favor of the 13th inst., I beg leave to reply:

A bond in the amount of \$25,000 was accepted by the board of railroad commissioners from the Northern Pacific Elevator company, on the 29th day of September, 1892, which bond expires, I believe, on August 1st, next.

There is no record in this office that I have yet been able to discover that the Red River Valley Elevator company furnished any bond last year.

If there is anything further in this matter that will be of use to you I will be pleased to look it up.

Very respectfully,

FINLAY GRANT, Secretary.

Fortunately the claims against these elevator companies were satisfactorily adjusted in the courts, without the necessity of calling upon the bonds.

118.—Frank Cameron and 259 other patrons of the station of Langdon, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Langdon station. It was shown that Langdon was one of the largest grain shipping points in the Northwest, and the need of a loading platform was urgent. The board favorably recommended the petition, and issued its order for a platform according to the legal requirements.

Subsequently there came a request that the platform be made an extended embankment, from which could be loaded a greater number of cars at one time. The company was requested to comply with this petition, but declined, preferring to accept the specifications as given in the law.

On the inspection trip of 1894 the demand for an extended driveway was renewed, and the road officials promised to have it put in, but with a number of others was deferred too late to put in until next season.

119.—J. H. Gessner and 22 other citizens of Penn, petitioners, vs. Great Northern Railway company.

A petition for erection of a depot and the establishment of an agency at the station of Penn. It was represented that the volume of business done at the station aggregated over \$20,000 annually, including the incoming and outgoing freight.

This petition was considered in conference with President Hill and a promise received for improved accommodations at this station next season.

120.—J. F. Lovcik and 113 other citizens of Pisek, petitioners, vs. Great Northern Railway company.

A petition for a depot and agent at the station of Pisek. It was found on investigation that the business at this station aggregated from \$40,000 to \$50,000 a year, as estimated by actual receipts, without reducing the figures to actual earnings for the station. The board recommended the petition favorably, and forwarded a copy to

the management of the road, in reply to which the company filed a refusal to grant the prayer of the petition. Later the board, in conference with President Hill, insisted on a consideration of the demands of the people of Pisek, and were given a promise that in the event of the business of the station maintaining the average of the past year a station and agent would be supplied.

The succeeding season being unfavorable, and the company declining to put in all such improvements, no further discussion was made, save the promise that Pisek will have a station.

121.--Jens Pedersen and 37 other citizens of Milnor, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Milnor. The petition was investigated by Commissioner Stevens on his inspection of the Milnor branch of the Northern Pacific, and recommended favorably. The company was duly notified and the platform built.

122.--M. N. Early and 52 other patrons of the station of Tyler, petitioners, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for the removal of the sidetrack and station from its present location to a point three-fourths of a mile south of the present location. It was represented that the location was very low and boggy during wet weather, and being in the center of a section was inaccessible save by trespassing on private land. This petition has been before previous boards several times, and investigated by them, without any result having been effected. On the annual inspection a large delegation was present to urge the demand of the petition. It was claimed that nine-tenths of the patrons of the station favored the removal of the sidetrack, while on the other hand the superintendent of the road, who was present, insisted that an equally large petition was filed with the company against such removal. The location is a town site, though the only evidence of a town is the presence of a warehouse and an elevator, with an extensive sidetrack. The removal of these would necessarily involve considerable expense. An objection to the removal of the station to a point further south was that the station is at present only about six miles from Fairmount on the south, while it is about eight from Wahpeton on the north. Its removal farther south would make the distance still more unequal. While the strongest sentiment seemed to favor removal, it was evident that a great deal of personal feeling had been wrought up in the matter, and it was difficult to arrive at the merits of the case. Taking into consideration all the facts that could be obtained, the board determined that the trouble would have to be adjusted through mutual concessions. To that end negotiations were opened with the owner of the land with the view to the opening of a passable highway, which being secured the company would make improvements to make the present location acceptable. These negotiations having proved fruitless, the road was induced to donate its right of way for a highway, upon condition of the withdrawal of

the petition for the removal of the station. This being done a suitable site was selected for a loading platform, which was built by the company, and the highway was graded and made passable. In this manner was adjusted a cause of friction of many years standing, and apparently adjusted to the satisfaction of all concerned.

123.—Chas. B. Johnson and 48 other citizens of Crystal, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Crystal. The petition was, after investigation, favorably recommended by the board, and forwarded to the company, and the platform built.

124.—J. H. Mulloy and 82 other patrons of the station of Hannaford, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Hannaford. The petition was favorably passed upon by the board, and the company instructed to build a platform, which they did.

125.—A. G. Tanton, of Grand Harbor, petitioner, vs. Great Northern Railway company.

A petition to the board to intercede with the Great Northern company for an elevator site for the petitioner. The company was duly notified, and after some delay the petition of Mr. Tanton was granted by the management.

126.—T. P. Dahlvang and 40 other citizens of Glover, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Glover. Investigated on the annual inspection over the Northern Pacific lines, and the petition granted and the platform built by the company.

127.—Wm. J. Hazeltine and 23 other patrons of the Northern Pacific road, petitioners, vs. Northern Pacific Railway company.

A petition for the construction of a sidetrack or spur midway between the stations of Sanborn and Odell.

The petition was investigated and submitted to the management of the road during the annual inspection, the demands of the petitioners being acceded to and the sidetrack afterwards built by the company.

128.—Chas. Flynn and 30 other patrons of the station of Urbana, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Urbana. Favorably recommended to the company, and built by them.

129.—C. C. Mortrude and 88 other citizens of Fingal, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at the station of Fingal. Presented to the general superintendent of the road on the annual inspection with a favorable recommendation. Investigated by the superintendent and a location selected at the time, the platform being built.

130.—Jesse N. Wright and 37 other citizens of Eckleson, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at the station of Eckelson. Favorably recommended by the board and built by the company.

131.—Sterl V. Rhine and 60 other citizens of Sanborn, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at the station of Sanborn. The petition favorably passed upon by the board, and the platform built by the company.

132.—James Moffet and 69 other citizens of Denney (post office), petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Barton. The petition was favorably recommended by the board, and the platform built by the company.

133.—H. M. M. Ash and 40 other citizens of Blanchard, petitioners, vs Great Northern Railway company.

A petition for a loading platform at the station of Blanchard. The petition was forwarded to the company with the favorable recommendation of the board. To this the general manager made the following reply:

ST. PAUL, Minn., August 24, 1893.

Finlay Grant, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: As to your favor of the 21st:

We will be able to report to you soon on the loading platform at Blanchard. We have there now:

Northern Pacific elevator, capacity.....	20,000
Emerson & Wild elevator.....	20,000
Northwestern elevator.....	50,000
D. C. Smith elevator.....	25,000
N. P. Elevator Company's grain house.....	10,000

We have put in a new station or sidetrack $2\frac{1}{2}$ miles south of Blanchard where they are building a new elevator.

Misrepresentations in this matter have undoubtedly been made.

You are also aware that our renewal of the line has not been completed, that we are at present at work on it and doing all we possibly can.

Yours truly,

A. L. MOHLER.

On receipt of this the petitioners were asked to make a statement, and the following communication was received from one of them:

BLANCHARD, N. D., August 28, 1893.

Finlay Grant, Esq., Secretary Board of Railroad Commissioners, Bismarck, N.D.:

DEAR SIR: Accept thanks for prompt reply.

I very much regret the tone of Mr. Mohler's letter, and say emphatically that no misrepresentations have been made. When Mr. Mohler quoted the handling capacity at Blanchard he was perfectly well aware that the Northern Pacific elevator is closed, and as far as heard from likely to remain so this season. The Northern Pacific grain warehouse referred to has not been used for a bushel of grain for eight years, and is let to Douglas Robertson for a store room for merchandise. The Emerson & Wild elevator mentioned is a private elevator, and only handles grain from parties who bought land from the firm. The Smith elevator is strictly private, leaving the Northwestern elevator to handle our entire crop,

The accommodations referred to $2\frac{1}{2}$ miles south of Blanchard consist of a short spur. There is no elevator being built at that point. And further it affords no relief, except to those living south of town, owing to Murray elevator being closed on account of no track to move the grain. Parties are hauling to Blanchard from that vicinity, which further adds to the blockade.

Up to date no company is paying cash, only for a few loads, and we are obliged to ship. There will be a total blockade before this letter reaches you.

Yours truly,

THOMAS HARRISON.

This and other information learned by the board was submitted to the general manager of the road, who replied that owing to the work of renewing the Mayville line it would be impossible to build the platform at that time, all their available crew being used in pushing that work, but that the platform would be put in for next season.

The order for the platform was renewed in 1894, and it was built by the company.

134.—Citizens in the vicinity of Fletcher's Spur, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A verbal petition to the board on the annual inspection for a loading platform at Fletcher's Spur. On being submitted to the general superintendent he agreed to put in the platform on condition that it was found that the road could not satisfactorily handle the grain at that point without such platform. It was subsequently built.

135.—F. P. Steele and 34 other citizens of Edgeley, petitioners, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for a loading platform at the station of Edgeley. Favorably recommended by the board, and there being a natural location there for such a platform, a 3-car platform was recommended, and was built by the company.

136.—W. White and 20 other citizens of Valley City, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at the station of North Valley City. The petition was favorably recommended, and presented to the company, and the platform was built.

137.—Lewis Hicks and 45 other citizens of Hickson, petitioners, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for a loading platform at the station of Hickson. On the annual inspection it was found that this station had a loading platform for over a year. The object of the petition was not made apparent.

138.—I. W. Higgs and 23 other citizens of Silver Leaf, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Silver Leaf station. The petition was favorably recommended to the company, and the platform built.

139.—W. A. Fox, and 57 citizens of Ardock, petitioners, vs. Great Northern Railway company.

This was a petition for a loading platform at the station of Ar-

dock. The petition was favorably recommended by the board and the platform built by the company according to the recommendation of the board.

140.—Henry Bidlake and 73 other patrons of the station of Osnabrock, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Osnabrock. Favorably recommended, and built by the company.

141.—A. F. Carey and 21 other shippers of grain from the station of Wyndmere, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at the station of Wyndmere. The platform was recommended favorably, and built by the company. The petition asked for a platform long enough to load from five to ten cars at one time. The investigations of the board showed that a platform of less capacity would be ample for the amount of traffic at that station, and so recommended.

142.—A. W. Porter and 27 citizens of Adrian, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at the station of Adrian. The petition was recommended favorably by the board, and the platform built by the company.

143.—Thomas Pendray and 32 citizens of Eldridge, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at the station of Eldridge. Favorably recommended, and built by the company.

144.—N. S. French and 41 citizens of Berlin, vs. Northern Pacific Railroad company.

This was a petition for an earthen embankment to be used as a loading platform. The petition was presented during the annual inspection trip, and referred to the general superintendent of the road, who agreed to pay the people of Berlin for the work, if they would build a platform to suit themselves, and that would be passed upon favorably on inspection by the Board of Railroad Commissioners. This was agreed to. A platform of earth and stone, with stone bulkhead, was built, and \$25 paid to John Young by the company, through the commission, for the work, the platform having been approved by the board.

145.—D. P. Kuhn and 33 citizens of Monango, petitioners, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for a loading platform at the station of Monango. Favorably recommended by the Board, and the platform put in by the company.

146.—Martin C. Murphy, and 21 other patrons of the station of Bordulac, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at Bordulac station. It was favorably recommended by the board, and built by the company.

147.—Swan Monson and 27 other patrons of the station of Harwood, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Harwood station. It was favorably recommended by the board, and built by the company.

148.—D. C. Tufts, and 55 citizens of Argusville, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Argusville. It was favorably recommended by the board, and built by the company.

149.—G. O. Thompson and 29 others, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Kellogg's Y. It was represented to the board, on investigation, that the use of a platform on the Y would prevent its use for the purpose for which the company maintained it. The board would not recommend a platform unless the company saw fit to put in an additional spur.

150.—John Nelson and 29 others, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Voss. It was favorably recommended by the board, and built by the company.

151.—F. P. Steele and 49 citizens of Edgeley, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Edgeley. This petition was investigated on the inspection trip, and an excellent location selected, and approved by the general superintendent. A three-car platform of earthen embankment, with timber bulkhead, was recommended, and built by the company.

152.—H. A. Peterson and 32 citizens of Lucca, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at Lucca station. The board recommended the petition favorably, and the platform was built by the company.

153.—W. G. Mitchell and 61 citizens of Minto, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Minto. It was recommended favorably by the Board, and the platform built by the company.

154.—P. S. Goldberg and 30 patrons of the station of Horace, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Horace. The board recommended a timber platform, level with the floor of the car, with a timber driveway, and the company built the platform as recommended by the board.

155.—Citizens of Davenport, complainants, vs. Northern Pacific Railway company.

This was a verbal complaint submitted to the Board during the inspection trip, citing that the absence of a culvert caused a considerable damage by flooding certain lands. The complainants petitioned for the construction of a culvert. On the matter being submitted to the general superintendent he agreed that Division Superintendent Wilson should see that the petition was granted.

156.—C. J. Schmitt and 27 citizens of Sykeston, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Sykeston. Favorably recommended by the board, and built by the company.

157.—A. U. Hanson and 30 citizens of Sheyenne, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Sheyenne. It was favorably recommended by the board, and the platform built by the company.

Accompanying the petition was a request that the board assist the petitioners in getting a station and agent at that point. This being submitted to the company, they reported that such a station had been favorably recommended by the division superintendent, and that unless unfavorable circumstances arose the station and agent would be supplied.

158.—G. O. Getchell and 98 patrons of the station of New Rochford, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of New Rockford. The petition was favorably recommended by the board, and built by the company.

159.—L. K. Rich and 21 citizens of Buffalo, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station at Buffalo. A platform of timber, level with the floor of the car, with timber driveways, was recommended by the board, and was built by the company.

160.—N. Chilson and 67 citizens of Tower City, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Tower City. A timber platform 64 feet in length, with timber driveways, and level with the car floor, was recommended by the board, and built by the company.

161.—J. E. Hillier and 32 patrons of the station at Cashel, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Cashel station. The petition was favorably recommended by the board, and the platform built by the company.

162.—William Olson and 39 patrons of the road at the siding of Baird, petitioners, vs. Great Northern Railway company.

This was a petition for a platform at the station of Baird, the petitioners making but the modest request of a platform graded up one foot high. The recommendation was made by the Board but no record has been filed with this office that the platform has been built, nor yet any complaint that it was not.

163.—Paul Norman and 43 citizens of Pembina, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station at Pembina. Favorably recommended by the board, and built by the company.

164.—H. Brennan and 37 citizens of Forest River, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Forest River. It was favorably recommended by the board, and the platform built by the company.

165.—W. J. Burnett and 51 citizens of Cummings, petitioners, vs. Great Northern Railway company.

A petition for a platform at Cummings station. It was favorably recommended by the Board, and built by the company.

166.—E. T. Spofford and 17 citizens of Spofford, petitioners, vs. Great Northern Railway company.

A petition for the privilege of building a loading platform, the road to furnish the site and the people to build the platform, was in this instance presented. When presented to the company the officials declined to consider it, as they preferred to build and own all platforms along their line. As there is no law covering the matter, the Board preferred to recommend that the road build a loading platform to comply with the provisions of the platform law, which they did.

167.—Mack Carmichael and 131 citizens and patrons of the station of Canton, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Canton station. Favorably recommended by the board, and built by the company.

168.—Theodore B. Holmes and 107 patrons of the station of St. Thomas, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at St. Thomas station. Favorably recommended by the board, and built by the company.

169.—D. Sullivan and 51 patrons of the Cavalier branch of the Great Northern road, complainants and petitioners, vs. Great Northern Railway company.

A complaint and petition filed with the board on the inspection trip at Canton, citing that there was a discrimination in the rates on grain and other freight between points on the Cavalier branch and terminal, as compared with the same distances on the main line. The board was petitioned to secure an adjustment of these rates. As the matter comes within the definition of interstate commerce

the board had no jurisdiction, but agreed to place the matter before the management of the Great Northern road. This was done, but the road declined to make any concession.

170.—A. F. Appleton and 32 citizens of Crystal, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Crystal station. Favorably recommended by the board and built by the company.

171.—R. McMurchie and 32 citizens of Crystal, petitioners, vs. Great Northern Railway company.

A petition for a crossing at the intersection of the railroad and the section line running east and west between sections 12 and 13, township 159, range 55, the same being a public road, and the lack of a crossing being a great inconvenience to farmers wishing to go to the flouring mill. While this is a matter not within the jurisdiction of the board, but of local authorities, the board presented the petition to the company, receiving the following reply :

St. PAUL, Minn., Sept. 27, 1893.

Mr. Finlay Grant, Secretary Railroad Commission of North Dakota, Bismarck, N. D.:

DEAR SIR—Referring to correspondence received with your favor of August 2nd, regarding crossings:

The matter of crossings is given a great deal of attention by all of our officers. In the matter of Crystal, we now have a crossing on Appleton avenue, near the depot, which we consider sufficient and easy of access. The opening of Fourth street would split up our yard, increase our expense, interfere with the economical loading of grain and increase greatly the danger to life. While the latter might not largely apply now, as that line becomes extended in the future we may have very much more train service, and it is the future we look to in this matter.

Yours truly, A. L. MOHLER.

This reply was forwarded to the petitioners, who were informed that if they formulated a reply to the letter the board would be pleased to see that it was presented to the company. Nothing further was heard in the matter.

172.—A. F. Appleton and 32 other citizens of Crystal, complainants and petitioners, vs. Great Northern Railway company.

A complaint and petition similar to that referred to in No. 169, referring particularly to freight rates from St. Paul. Similar action was taken in this case as was taken in the other inter-state rate cases, and with a similar result—the road in every case declining to alter the existing rates.

173.—Thomas Dow and 39 citizens of Hamilton, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Hamilton station. There was already a platform at this station, but it was so short as to be useless, and was condemned by the board. Owing to ditches in the immediate vicinity it was dangerous and almost impossible of access. The board recommended that the platform be lengthened 10 feet, the ditches filled in and the platform made accessible. No notice has

been filed with this office of the improvements, though no complaint has been received as to their not having been done.

- 174.—H. A. Anderson and 117 citizens and patrons of the station of Edinburgh, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Edinburgh. Favorably recommended by the board and built by the company.

- 175.—J. McPhail and 42 citizens of Langdon, petitioners, vs. Great Northern Railway company.

A petition for additional sidetrack facilities. On investigation the board found that the volume of business done at this station demanded that another sidetrack be furnished, and so recommended to the company. In view of the financial depression, and the falling off of business, the company requested the board to withhold any orders for such improvements for the present, as the policy of the company in such times was to suspend work on all improvements that were not absolutely necessary, and that if such orders were issued they would be resisted. Under the circumstances the board merely made the recommendation, withholding any further order in the matter.

- 176.—William Hillier and 48 citizens of Hoople, petitioners, vs. Great Northern Railway company.

A petition for a loading platform. Favorably recommended by the board and built by the company.

- 177.—Farmers of Beaulieu, petitioners, vs. Great Northern Railway company.

A petition from a public meeting of farmer of the town of Beaulieu requesting that the board of Railroad Commissioners lay before the officials of the Great Northern road their petition for an extension of the Langdon branch so as to bring them within a reasonable distance of shipping facilities. The petition was laid before the management of the road, but owing to the unfavorable season for railroad building, no company could be induced to listen to a proposition to go into railway building.

- 178.—Frank Wrightson and 38 patrons of the flag station at Easby, petitioners, vs. Great Northern Railway company.

A petition for sidetrack and a platform at Easby. On investigation the board concluded that the grades at the present site of Easby were so heavy that no permanent improvements should be made there. As the company was averse to putting in any sidetracks this year, and it would be unwise to put in a platform on a heavy grade, the board made no further recommendation, save that when the company should put in a sidetrack it should be at some more eligible site.

Another fatal objection was the provision of law that prevents the board from ordering a sidetrack between stations less than 15 miles apart, which applies in this case.

- 179.—George Fulton and 21 citizens of Bartlett, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Bartlett station. Favorably recommended by the board, and built by the company.

- 180.—George J. Coulthard and 39 patrons of the station of Omemee, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Omemee station. Recommended favorably by the Board, and built by the company.

- 181.—George W. Vaughn and 14 patrons of the station of Perth, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Perth station. Favorably recommended, but no record filed with this office as to whether it was built by the company or not.

- 182.—James P. Brown and 39 other citizens and business men of Hope, petitioners, vs. Great Northern Railway company.

A petition for a daily train service on the Hope branch of the Great Northern road. This petition was presented during the annual inspection, and was strongly argued for by a delegation of citizens. The action of the board in this case is best explained in the complaint from the St. John's branch.

- 183.—E. D. Wallace and other citizens of Hope, petitioners, vs. Great Northern Railway company.

A petition to have the loading platform at Hope station raised one foot and extended two car lengths. The petition was presented to the company without recommendation, being fully explained in correspondence attached. The company declining to put in the improvements, the board declined to issue an order in the case, as it was found that Hope had the best loading platform on the Great Northern system in this state, being higher than the floor of the car, and of several cars length.

- 184.—L. E. Vaughn and 16 citizens of Straubville, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Straubville station. Favorably recommended by the board, and built by the company.

- 185.—N.D. Witham and 34 citizens of Guelph, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Guelph station. Favorably recommended by the board, and built by the company.

- 186.—Citizens of Valley City, petitioners, vs. Northern Pacific Railway company.

This was a complaint of obstruction of a street by trains, and a petition to have the matter remedied. The petition was forwarded by Commissioner Rasmussen to Division Superintendent Wilson, and the following reply was received :

JAMESTOWN, N. D., July 25th, 1894.

Nels P. Rasmussen, Esq., Railroad Commissioner, Valley City, N. D.:

DEAR SIR: I beg to acknowledge receipt of your favor of the 22nd inst. enclosing a petition from the citizens of Valley City, asking that the Northern Pacific Railroad have their trains cut at Second avenue. I have this date issued a bulletin to conductors and engineers that this must be done. This is a matter that would have been attended to sooner, had the petition been sent direct to me instead of bothering the Railroad Commissioners with it. I was unaware of the neglect on the part of trainmen to cut their train while standing across that avenue. Yours truly,

C. L. WILSON, Superintendent.

187.—G. E. Dudgeon and 58 citizens of Ayr, petitioners. vs. Great Northern Railway company.

A petition for an agent at the station at Ayr. The petition was acted upon with other similar petitions, being carried directly to President Hill, who promised certain concessions, referred to elsewhere in this report.

188.—Citizens of Lavant, petitioners, vs. Great Northern Railway company.

A verbal petition presented to the board during the annual inspection trip, asking for additional sidetrack and a loading platform. As there was no probability of securing additional sidetrack, and much less shipping from Lavant than from other stations more urgently in need of loading platforms, the board made no recommendation in the case, merely presenting the petition to the company.

189.—Citizens of Milton, petitioner, vs. Great Northern Railway.

A verbal petition received during the inspection trip asking for a loading platform. The board found a platform already built by the company, but condemned it, owing to its failure to come up to the requirements of the law. The company remodeled the platform to comply with the order of the board.

190.—Citizens of Pisek, petitioners, vs. Great Northern Railway company.

Verbal petition presented during the inspection trip, asking for a loading platform at the station of Pisek. Favorably recommended, and built by the company.

191.—Residents of Cando, petitioners, vs. Great Northern Railway company.

A verbal petition for a loading platform, a specified location being asked for, and the request made that the platform be graded up one foot. The board passed upon the petition favorably.

On the inspection trip of 1894 it was found that the company had failed to put in the platform, so the order was renewed, and the platform was built.

192.—Residents of Rolla, petitioners, vs. Great Northern Railway company.

A verbal petition for either the removing or remodeling of a loading platform already built by this company. On examination by the board the platform was condemned, and the company ordered to

remodel it to comply with the legal requirements as to size etc. This the company agreed to do.

163.—Residents of Rugby Junction, petitioners, vs. Great Northern Railway company.

A verbal petition presented to the board during the annual inspection, praying to have a loading platform built at their station. Favorably recommended by the Board and built by the Company.

194.—Residents of Willow City, petitioners, vs. Great Northern Railway company.

A petition to have an inaccessible platform either removed or the approaches changed. The platform was condemned by the board, and the company remodelled it to comply with the law.

196.—Residents of Bottineau, complainants and petitioners, vs. Great Northern Railway company.

A complaint that the loading platform built by the company was inaccessible by reason of ditches at the approaches. The platform was subsequently condemned by the board, and the petition of the citizens for improved approaches and an order for a platform to comply with the law, were passed upon favorably.

196.—Residents of Towner, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Towner station. Favorably recommended by the board, and built by the company.

197.—Residents of Kempton, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Kempton, presented in person on the annual inspection trip by a mass meeting of farmers. The petition was favorably recommended by the board, and the platform built by the company.

198.—Residents of Mayville, complainants vs. Great Northern Railway company.

A complaint that the platform already built by the company was too low to be of use in loading grain into cars. The complaint was filed, but as the platform was as high as asked for by a majority of farmers this year, it was not deemed expedient to order a change until the platforms had been thoroughly tested.

199.—Residents of Colgate, petitioners vs. Great Northern Railway company.

A petition for a loading platform at the station of Colgate, Favorably recommended by the Board, and built by the company.

200.—Residents of Page City, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Page station. Favorably recommended by the Board, and built by the company.

201.—Residents of Arthur, complainants, vs. Great Northern Railway company.

A complaint that the loading platform erected by the company was not satisfactory, either as to height, length or location. The platform was condemned by the board, and the company notified, they agreeing to remodel it to comply with the law.

203.—Residents of Stiles, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station at Stiles. Favorably recommended by the board, and built by the company.

203.—Residents of Havana, complainants, vs. Great Northern Railway company.

A complaint filed with Commissioner Stevens that the approaches to the loading platform built by the company were so steep as to make it impossible for teams to drive onto the platform with a load. Investigated by Mr. Stevens, and the company ordered to make the necessary improvement, which they consented to do.

204.—Residents of Hoople, petitioners, vs. Great Northern Railway company

A petition for a station and agent at Hoople, presented during the annual inspection. At a special conference with President Hill, referred to elsewhere in this report, the board pressed the claims of Hoople to a station and agent, receiving the promise that such accommodations would be supplied the next season, which they were.

205 —Residents of Inkster, petitioners, vs. Great Northern Railway company.

A petition for a crossing on Second street, in the village of Inkster. The petition was forwarded to the general manager of the Great Northern, who replied: "At Inkster we have a crossing on Fifth street. Our section house is on Second street. It would require removal. The same reasons apply for opening up our depot grounds as in the case at Crystal."

The petitioners were notified of this reply, and requested to file their answer, but none was received.

206.—Residents of Canton, complainants vs. Great Northern Railway company.

A complaint of a deep and dangerous ditch at the approach to the passenger platform, and a request that the company be ordered to fill the ditch or otherwise remove the danger. The general manager, on being notified, replied:

ST. PAUL, Minn., Oct. 24, 1893.

Mr. Finlay, Grant, Secretary Board of Railroad Commissioners, Bismarck, N. D.:

DEAR SIR: Relative to your notice about a deep and dangerous ditch at approach to platform at Canton requiring filling in:

We find that in June last we had a driveway built of dirt and cinders at this platform which is about ten feet wide and answers the purpose very well, although the ditch south of it is pretty deep. It is, however, so late in the season that we cannot very well fill it. We will, however, direct that this be done another season, but of course could not fill up the entire ditch.

Yours truly,

A. L. MOHLER,

General Manager.

- 207.—Residents of St. Thomas, petitioners, vs. Great Northern Railway company.

A petition for a machinery derrick and unloading platform at the station of St. Thomas. Upon investigation it was found that the cost of such an improvement would be unreasonable to the company as compared with the volume of the machinery business at that point. It was deemed ample for the present that a good loading platform level with the floor of the car, be supplied. This was ordered, and the platform built by the company.

- 208.—Residents of Michigan City, petitioners, vs. Great Northern Railway company.

A petition for a cattle yard at Michigan City station. The petition was laid before the general manager of the road, and elicited the reply that a yard would be supplied by the opening of the next season.

- 209.—Farmers' Northwestern Elevator company; petitioners, vs. Great Northern Railway company.

A petition for a site for an elevator at Omemee. Before the matter could be arranged with the railway company the elevator company ceased to do business.

- 210.—Residents of Towner, petitioners, vs. Great Northern Railway company.

A petition for arms or approaches to the cattle yards at Towner station. The petition was favorably recommended to the company, who replied that the land on which the arms would have to be put up was private property, and so they were unable to build them. The petitioners were notified of the reply, and requested to file with this office an answer, stating if the right to put up such arms might not be secured from the owner of the land. No further reply was received.

On the inspection trip in 1894 the matter was revived, and after an investigation certain recommendations were made, and the improvements put in by the company.

- 211.—Residents of Colgate, petitioners, vs. Great Northern Railway company.

A petition to secure for shippers from the station of Colgate the privilege of sealing their cars.

The company replied to the request of the board: "At Colgate we would not wish to grant the privilege of sealing cars. They are all numbered and we make a very careful check at terminals to see that the grain is not disturbed in transit."

- 212.—Residents of Page City, petitioners, vs. Great Northern Railway company.

A petition for a cattle chute at Page station. The general manager replied that a chute had already been put in.

213.--Residents of DeVillo, complainants, vs. Great Northern Railway company.

A complaint that the loading platform put in at that station had been washed away by water in the spring, so as to be useless. When called to the attention of the management of the road it was promptly agreed that the platform should be rebuilt.

214.--Patrick White, complainant, vs. Great Northern Railway company

A complaint that a delay in the shipment of a car of wheat had caused the complainant a loss of 4 cents a bushel, aggregating \$17.92 on the car. The complaint was submitted to the proper officials, but nothing further heard in the matter.

215.--Residents of Silver Leaf, petitioners, vs. Great Northern Railway company.

A petition for a cattle chute at Silver Leaf station. The company agreed to supply it.

216.--Residents of Dickey, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Dickey station. Favorably recommended, by the board, and built by the company.

217.--Residents of Oberon, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the station of Oberon. Favorably recommended by the board, and built by the company.

218.--Residents of Sheyenne, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Sheyenne station. Favorably recommended by the board, and built by the company. See No. 157.

219.--Residents of Steele, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Steele station. Favorably recommended by the board, and built by the company.

220.--Residents of Odell, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Odell station. Favorably recommended by the board, and built by the company.

221.--Residents of Dickey, petitioners, vs. Northern Pacific Railway company.

A petition for a cattle chute at Dickey station. The petition was submitted to the company, who agreed to grant it.

222.--Hugh McDonald and 50 patrons of the station of Berea, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at the siding at Berea. The board recommended a platform 42 feet in length and 2 feet high.

- 223.—C. S. McCandless and numerous patrons along the Bottineau branch of the Great Northern road, complainants, vs. Great Northern Railway company.

A complaint of irregular and insufficient train service. This complaint was investigated at the same time as the St. Johns branch. For fuller particulars of which see No. 233.

- 224.—H. W. LaFrantz and 22 citizens of Kensal, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at Kensal station. Favorably recommended by the board and agreed to by the company.

- 225.—A. D. Gray, complainant, vs. Northern Pacific Railway Company.

This is a complaint against the Northern Pacific road for refusing to carry lignite coal at the rate provided by an act of the last legislature. The matter was investigated by the Board who appealed to all the roads operating in the vicinity of the lignite coal fields to give the legal rates. The Soo road at once made a schedule of rates that conformed with the state law. The Great Northern declined to make such a rate, as did the Northern Pacific. Information was then laid with the attorney general, to whom the enforcement of this law is given by the act. Further particulars in this report.

- 226.—V. V. Olmstead and 44 citizens of Dawson, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Dawson station. Favorably recommended by the board, and built by the company.

- 227.—H. C. Medbery and 28 citizens of Medbery, petitioners, vs. Northern Pacific railway.

A petition for a loading platform at the station of Medbery. It was represented that the company had recently removed the depot at that point, leaving the patrons of that station practically no accommodations. The board favorably recommended the petition, but owing to the lateness of the season, the road having taken off its men at work on platforms, it could not be built at that time.

- 228.—James E. Walks and 23 citizens of Leal, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at Leal station. Favorably recommended by the board, and agreed to by the company.

- 229.—Charles Gunthorp, complainant, vs. Northern Pacific Railway company.

A complaint that the Northern Pacific agent refused to quote the legal rate on lignite from mines to Edgeley. See No. 225.

- 230.—H. L. Franklin and 12 citizens of Pittsburg, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform at Pittsburg station, but received too late to be built during the season. Favorably recommended by the board, and will be built by the company.

231.---T. F. McHugh and 46 patrons of the station of Nash, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Nash station. Filed too late for any action to be taken by the company before next spring.

232.—A. C. McCrory and 23 citizens of Towanda, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at Towanda station. Favorably recommended by the board and agreed to by the company.

233---Patrons of the St. John's branch of the Great Northern road, complainants, vs. Great Northern Railway company.

This covers verbal complaints filed with the board on the annual inspection, as well as numerous written complaints filed in this office. Immediately after the inspection the board obtained an interview with General Manager Mohler in reference to the service on this branch, urging improvement, particularly during the busy shipping months of the fall. This was agreed to, a number of changes being promised. As the busy season advanced complaints continued to be made to this office, it being asserted that the service, if any different, was more unsatisfactory than ever. In order to obtain reliable evidence of the service furnished, the board concluded to quietly make an investigation on an unannounced trip over the line. As complaints were also being filed from points on the Bottineau branch, Commissioner Rasmussen and the secretary made the trip over that line, while Chairman Cameron and Commissioner Stevens went over the St. Johns line. They found the service to be even more unsatisfactory than reported, as will be seen by what follows. Having failed to secure the changes in the service on the promise of the general manager, the board proposed to pursue a legal course to obtain the improvements demanded. Accordingly, on the complaint of the board, Attorney General Standish prepared the following citation to appear before the commissioners, which was served by the sheriff of Cass county on the local agent of the road at Fargo, and certified copies sent to the general officers:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE
STATE OF NORTH DAKOTA.---NOTICE.

STATE OF NORTH DAKOTA, COUNTY OF CASS.

To the Great Northern Railway Company:

Said railway company, and its officers, are hereby notified that the board of railroad commissioners of and for the state of North Dakota has recently caused certain of its members to go over the branch line of said railway company running from Churchs Ferry, in the county of Ramsey, in the state of North Dakota, northwest to the town of St. John, in the county of Rolette, in the state of North Dakota, and has taken means of advising itself of the condition of said branch line, and the manner in which the trains are managed over said branch line, and the running thereof, and the said board finds from the evidence submitted to it, and its own personal examination, that said service, in its opinion, is unreasonable and imperfect in this:

I.

That the business of said line justifies the running of three mixed trains a week each way, instead of but two, as at present, at least during the busy shipping season, covering the months of August, September, October and November.

II.

That said company should either run two passenger coaches, or a passenger coach and a caboose so arranged as to be convenient for a smoking car, over said branch line, so as to afford one car for daily passengers, in which there should be no smoking, or exclude smoking entirely in the passenger coach.

III.

That said service is imperfect in its passenger traffic in this:

That it should fix a schedule of station time on said line for its various stations thereon, as follows:

Which should state there will be three trains a week each way over said branch line, specifying which days of the week said trains will start from Churchs Ferry, and the time in the day they will start from Churchs Ferry when the train from the East and going West on the main line, is on time; and that when the train starts on time from Churchs Ferry, it will not leave Cando going north until a certain specified time, giving sufficient time for the train to arrive from Churchs Ferry and make all necessary stop that may be thought to be advisable by the company to do all the switching needed at Cando, and that the trains be not unreasonably detained beyond the schedule time, as at present, so that people from the country, or others, will not need to be kept at the station waiting for hours for the time of departure, as they frequently do at present, and that the schedule should be made for each station north of Cando for the time of the train going north to depart from said station; and the same rule for each station on said line for the train to depart from said station going south; that at all stations on said line where agents are maintained the agents shall be kept informed of the probable time of arrival and departure of all delayed trains, and inform passengers of the same.

IV.

The board finds that at Bisbee, on said line, about 17 miles distant from any telegraph station, or any station house where passengers can find shelter from storm or cold, they are sometimes compelled to remain out of doors many hours, for fear the train may arrive and leave without them; and the board desires the company to show cause why it should not establish a station house of shelter and storage at said Bisbee, and place an agent there with telegraph service; and in case it shall show why it should not do this, then to show why it should not require its section and boarding house, located about half a mile south of said Bisbee station, to always be kept open for accommodation of intending passengers, and to require its trains, running both north and south, to stop at said section house going north as well as south, in addition to stopping at Bisbee.

You are further notified that this board will meet at the Headquarters hotel, in the city of Fargo, county of Cass, state of North Dakota, on the fourteenth day of December, 1893, at 10 o'clock in the forenoon, at which time and place you are cited to be present to show why your company should not be required to do and perform the various things above stated.

This citation is issued by order of the board of railroad commissioners aforesaid, this twenty-eighth day of November, A. D. 1893.

PETER CAMERON,
Chairman of the Board. □

Attest:

FINLAY GRANT, Secretary.

By instruction of the board the following letter of explanation accompanied the copy sent the general manager :

BISMARCK, N. D., June 29, 1893.

Mr. C. W. Case, General Manager Great Northern Railway, St. Paul, Minn.

DEAR SIR: I am instructed by the board of railroad commissioners to file with you the inclosed copy of a notice served yesterday on your agent at Fargo, citing a representative or representatives of your company to appear before the board at Fargo to show cause in the matters referred to. I am also instructed to submit to you the following complaints, all based upon evidence gathered by the board on a trip over the St. John and Bottineau branches, with the request that they receive your careful attention with a view to remedying the defects in service complained of, and that your representative be instructed to consider these complaints when meeting with the board:

1. That the complaints of inefficient and insufficient train service applies equally on the Bottineau branch as on the St. John branch, and that the necessity for a tri-weekly train service is equally as imperative; that on the trip referred to the waiting room of the station house at Rugby Junction was so crowded that it could not accommodate all the passengers, and there were not enough seats to accommodate the lady passengers and children.

2. That there is no station, platform, or any accommodation whatsoever for passengers at the town of Omamee, and that it is dangerous to persons and property to get on or off the train, the landing of passengers and the unloading of freight having to be done in the ditch. On the night the trip was made a barrel of crockery was upset into the ditch in unloading, and some of the contents damaged. The board in this case recommends the immediate building of a platform at this point.

3. That the additional and improved train service on the St. John branch was promised specifically by Mr. Mohler, and, in the presence of the board, was purported to be an order for such a change issued by him.

4. The trip over the St. John branch was begun at 3 o'clock p. m., and was concluded at Churchs Ferry at 11:45 a. m. This run is scheduled for 9 hours, but took almost 21 hours to make.

5. The coach was well filled with passengers, a part of whom were ladies. Smoking was indulged in as if it was a smoker, with not a word of protest from the conductor or any other employe of the road. The car became so filthy before the return trip was begun that some of the passengers, out of respect for the ladies, had to gather up some of the filth and shovel it out.

6. No reliable information could be obtained from the conductor as to the length of time the train would remain at a station. Passengers were told the train would remain but 10 or 15 minutes, when in fact it always remained an hour or more. A stop of 30 or 40 minutes would be lengthened to 2 to 3 hours.

7. Complaints were made by people all along the line that no reliable information could be obtained from the local agents as to the whereabouts of trains, or when they were likely to arrive or depart from any station.

8. The train was invariably stopped with the passenger coach one or more car lengths from the end of the platform. Passengers were obliged to alight in the ditch and walk to the platform, or wait for a favorable opportunity to get off the car in motion during the process of switching.

9. Persons were found at Bisbee as the train went north waiting to take the train south, it being already the schedule time for the train coming south. These persons were obliged to wait on the platform through the whole night—and a bitter cold night—expecting the train to arrive at any time. It arrived in the morning, and the only protection these passengers had was the occasional visits to houses in the vicinity to get warmed.

10. Complaint was made that the freight service along the line was inadequate and unreliable. Cars were not properly ordered or furnished neither were they drawn out when billed.

11. All things considered the complaint seems well founded that the train service on this branch is inadequate, unreliable and unhuman.

Very respectfully,

FINLAY GRANT,
Secretary.

At the appointed time General Solicitor M. D. Grover and Director Samuel Hill appeared before the board to answer to the citation. It was then represented that the management of the road was entirely ignorant of the conditions existing on these branch lines, and every improvement asked for was promptly agreed to, save in the matter of additional train service, which it was agreed should be allowed to go over for the winter. It was decided that the company should, within a reasonable time, file with the board its written answer in the terms agreed to, the more urgent changes to be made at once, which, the board is pleased to report, was done. The following answer was filed, as agreed to:

THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF NORTH DAKOTA.

In the matter of petition, vs. The Great Northern Railway company.

Since the meeting with the board in which train service on the line from Churches Ferry to St. Johns, was discussed, and also the matter of constructing a platform at Omamee, the company has changed the schedule time and made provisions in connection with train service, as follows:

Trains will leave Devils Lake on Tuesdays and Saturdays at 11:30 in the forenoon, arriving at St. Johns at 6:30 in the afternoon. It will leave St. Johns on Wednesdays and Sundays at 7:30 in the morning, arriving at Devils Lake at 2:10 in the afternoon.

It is thought that the time for leaving stations has been so arranged that all necessary work may be done and the time schedule observed. The train will be run upon the schedule time, unless prevented by the elements. A passenger car and caboose has been run in connection with the train upon this line.

Smoking is permitted in the caboose, which has been, or will be provided with heat, light and seats. Smoking in the passenger coach has at all times been forbidden. Violation of this rule will demand and receive proper attention when brought to the company's attention.

The business for a long time has not been such as to justify the expense incident to additional train service. Should business, in the future, be such as to justify a demand for additional train service, the matter will receive proper consideration.

Orders have been issued requiring that employes at stations and upon the train should give prompt information when called on as to the movements of the train. At Hoople and Canton arrangements have been made for passengers to occupy the office of the Robertson Lumber company; also for stopping train at section house near Bisbee, and at section houses at other places where there are no accommodations for passengers, when it can be done without unreasonably delaying train.

A platform has been constructed at Omamee as suggested by the commissioners.

It is hoped that the changes made will meet with the approval of the commission. Should the commission feel that there is further just cause of com-

plaint the company will be glad to meet with the commission, and make such further changes as may be found to be reasonable.

Yours truly,

M. D. GROVER,
General Solicitor.

The changes having been made as agreed, and a marked improvement being reported in the service on all the branch lines, the answer was accepted and approved, save wherein it referred to the recommendation for additional train service, on which the board proposed to insist at the proper time, as indicated in the following communication:

Mr. M. D. Grover, General Solicitor Great Northern Railroad, St. Paul, Minn.:

DEAR SIR: I beg to acknowledge receipt of your answer in behalf of the Great Northern company in the matter of the services on the St. Johns branch, etc.

The board desires to thank you most cordially for the prompt attention given the matter, for the change made in the service, and for the other improvements, all of which are satisfactory, both to the board and we have reason to believe, to the public. In the matter of the additional train service, the board adheres to its recommendation that additional train service be afforded on the branch lines during the busy fall months of each year, and will, with that object in view, request a hearing with the officials of your company later in the season, when in addition to what is already known there will be a reasonable knowledge of the crop prospects. Very respectfully,

By order of the board.

FINLAY GRANT,
Secretary.

Notwithstanding an unfavorable season, in the shipping months of 1894 the road increased the number of trains on the branch lines, and otherwise improved the service.

234.—Gessner Bros., complainants, vs. Great Northern Railway company.

A complaint that on the night of November 24th there were seven passengers waiting at the flag station of Penn, on the Great Northern road, to take the regular through train east. The train was seven hours late, and though the proper signal was given the train failed to stop at Penn, leaving the passengers behind, and resulting in the illness of one of the lady passengers who waited. The matter was reported to the management by this office, which was all that the board had authority to do.

235.—Shippers of Bathgate, complainants, vs. Great Northern Railway company.

A complaint filed with Chairman Cameror of a lack of cars to ship out grain. Mr. Cameron notified the general manager of the demand for more cars, and in reply received the following:

ST. PAUL, Minn., October 30, 1893.

Hon. Peter Cameron, Railroad Commissioner, Bismarck, N. D.:

DEAR SIR: Your favor of the 25th is received. We gave Bathgate 20 empty box cars on the 27th, 5 on the 26th, 6 on the 25th, 5 on the 24th, and will give them 20 on the 28th, which ought to give them the necessary relief.

Yours truly,

A. L. MOHLER,
General Manager.

236.—Shippers of Glasston, complainants, vs. Great Northern Railway company.

A complaint of a lack of cars to ship out grain. The company being notified at once supplied the deficiency, and no further complaints received.

237.—A. F. Dyer and 32 patrons of the station of Kelso, petitioners, vs. Great Northern Railway company.

A petition to have a loading platform ordered for their station. Favorably considered by the board, ordered, and the platform built by the company.

238.—D. H. Houston, complainant and petitioner, vs. Great Northern Railway Company.

Complaint that for several years the petitioner had been endeavoring to have the road grant him a side-track or spur to his farm elevator, but without success. In a previous report of this office earlier efforts to secure this concession will be found related. The petitioner affirmed that he had developed an extensive seed business, and had reached the limit of his capacity unless this concession was granted him. There is a statutory limitation that prevents the commission ordering in any such improvements when stations are less than fifteen miles apart. Yet though powerless to exercise authority, they strongly urged the petition of Mr. Houston on the management, but were met with a prepotent refusal.

239.—John Almen, and 38 citizens of Nash, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Nash. Favorably recommended by the board, and built by the company.

240.—J. D. Wallace, and 33 citizens of Drayton, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at the station of Drayton. Favorably recommended by the board and the platform built by the company.

241.—M. A. Hewitt, and 36 citizens of Hoople, petitioners, vs. Great Northern Railway company.

A petition for the establishment of an agency and the erection of a station house at the station of Hoople. Favorably recommended and the petition granted by the road. Referred to elsewhere in this report.

242.—Charles L. Heiser, and 66 patrons of the siding at Murray, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Murray siding. Favorably recommended by the board, and the platform built by the company.

243.—Otto Hoefer, and 70 patrons of the station of Woods, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform. During the season of 1893

an earthen embankment was built by the company in an unsuitable location, and of insufficient capacity. The petition prayed for a timber platform. This was recommended by the board, and built by the company.

244.---Otto Hoefer, and 78 patrons of Woods station, petitioners, vs. Northern Pacific Railway company.

A petition for a depot. Considering the business depression, and the small volume of business comparatively at Woods, the board did not feel called upon to order a depot put in. A temporary structure for the protection of freight and passengers was recommended.

245.---M. E. Delameter, and 52 citizens of Knox, petitioners, vs. Great Northern Railway company.

A petition for a depot and agent and the station of Knox. The petition was forwarded to the management of the road. This matter of depots petitioned for from the Great Northern is referred to elsewhere in this report.

246.---Citizens of Silver Leaf, complainants, vs. Great Northern Railway company.

This was a complaint of the failure of the Great Northern railway company to fulfil a contract made to the people of Silver Leaf that in consideration of a deed to certain land they would build and maintain a depot. The papers in this matter were submitted to the officials of the Manitoba company (who made the original contract) to be investigated. Since then this office has been unable to obtain any reply, though it repeatedly requested one. However, the board has no power to enforce the road's contract, that being clearly the duty of the people themselves.

247.---George Wright, and 43 citizens of Courtenay, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform. The petition was favorably recommended by the board, and agreed to by the general superintendent of the road.

248.---H. N. Tucher, and 37 citizens of Courtenay, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for certain street crossings over the right of way of the road within the town limits. The officials of the road declined to put in the crossings, claiming the present accommodations ample. The law governing such crossings was pointed out to the petitioners, the commissioners having no authority.

249.---Iver J. Helmstad, and 125 citizens of Reynolds, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Reynolds station. Acted on favorably by the board, and built by the company.

250.—Alex Stewart, and 40 citizens of Glasston, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Glasston station. Recommended by the board and built by the company.

251.—R. M. Anderson and 42 citizens of Rita, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station at Rita. Favorably acted upon by the commissioners, and built by the company.

252.—Julius Frederickson, and citizens of Kensal, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railroad company.

A petition for a street crossing across the road's right of way within the town. Referred to the management of the road, who at the time declined. The matter was later on again argued with them, but nothing further was heard.

253.—Mike Motschenbacher and 33 citizens of Enderlin, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railroad company.

A petition for a loading platform. Favorably acted on by the commissioners and built by the company.

254.—A. D. Heglie, and 23 citizens of Walcote, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Walcott station. Recommended by the board, and built by the company.

255.—F. L. Thompson and 41 citizens of Cando, petitioners, vs. Great Northern Railway company.

A petition for a loading platform, and for other improvements about the depot and grounds. All favorably recommended. The platform was built by the company. Nothing further was heard at this office of the other improvements recommended.

256.—Frank E. Whitaker and 48 others, petitioners, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for a sidetrack or spurs midway between the station at Sewall and White Rock (in South Dakota). As the distance between the two stations was less than fifteen miles, the commissioners were powerless to order a sidetrack. However, on the inspection trip the matter was brought to the attention of the superintendent, who made a conditional agreement with the petitioners.

257.—W. H. McNair, mayor, and other citizens of Portland, complainants and petitioners, vs. Great Northern Railway company.

A complaint of insufficient train service, and a petition for the restoration of a daily service. When brought to the attention of the management it was stated that a change would soon be made in the arrangement of trains on that line. Since then nothing further has been heard from the petitioners.

258.—J. W. Wright and 27 citizens of Michigan City, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at the station of Michigan City. Investigated on the annual inspection trip and a site chosen with Division Superintendent Evans, and the platform built.

259.—Pat O'Connell and 27 patrons of the station at York, petitioners, vs. Great Northern Railway company.

A petition for a loading platform. Recommended by the commission and built by the company.

260.—G. L. Clark and 60 other citizens of the town of Amenia, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Amenia station. The demand for this platform was one of long standing, having been up at various times before the management of the road, and always refused. For reasons not made public, there was always a bitter opposition to the erection of a platform at this station, there being peculiar circumstances surrounding it, the town being almost wholly the property of one corporation, from whom the right of way was obtained. In company with Mr. Clark the board made a personal appeal to the management. After various consultations permission was given to the citizens to erect a platform, and one of the best platforms in the state was put in.

261.—Martin Ericksen and other citizens of Galesburg, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Galesburg station. Favorably passed upon by the board, and built by the company.

262.—D. M. Berden and 27 citizens of Grandin, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Grandin Station. Recommended by the board, and built by the company.

263.—John K. Soule and 35 citizens of Cogswell, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railroad company.

A petition for a sidetrack at Cogswell. There is no station at Cogswell on the line of the Soo road, though the road passes on the outskirts of the town, and the petitioners desired the sidetrack for the convenience of the public, who were now obliged, when shipping goods over the Soo, to ship at Towando station, a mile east of Cogswell. This is a quarrel of long standing between the people of Cogswell and the management of the Soo—a sort of town rivalry. There being no legislation covering the matter the road refused emphatically to listen to the petition, and the commissioners were powerless to aid the petitioners.

264.—Davidson Jack and 37 patrons of the station of Oatland, petitioners, vs. Great Northern Railroad company.

A petition for a loading platform. Favorably acted on by the board, and recommendation submitted to the company.

265.—F. O. Getchell and 74 citizens of New Rockford, petitioners, vs. Northern Pacific Railroad company, the Minneapolis, St. Paul & Sault Ste. Marie Railroad company, and Great Northern Railroad company.

A petition to have the defendant companies ordered to put in Y connections at Leeds and Carrington. As the enforcement of the law in relation to Ys was removed from this office by legislation, and lodged in the office of the attorney general and state's attorneys, the petition was turned over to the attorney general.

266.—George R. Fralick and 36 citizens of LaMoure, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform. Favorably recommended by the board, but owing to the light crop and the building of a new elevator the road declined to put it in before the next season. Under the circumstances the board accepted the deferred promise.

267.—C. M. Douglass and 55 others citizens of Verona, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform, a cattle chute, and a shed for protection to freight. The petition for platform and cattle chute favorably recommended, and supplied by the company. The matter of a shed was taken under advisement by Division Superintendent Wilson, and may be supplied for next season.

268.—J. A. Buchanan and 37 citizens of Stutsman county, petitioners, vs. Northern Pacific Railroad company, Great Northern Railway company and the Minneapolis, St. Paul & Sault Ste. Marie Railroad company.

A petition to have an order issued to have defendant companies put in wye connections at Leeds and Carrington. Acted upon as in petition No. 565.

269.—Ed. Lowry and 23 others, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at Lowry, six miles north of Sanborn. Recommended by the board and built by the company as recommended.

270.—R. P. Morgan and the residents of Englevale, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform at Englevale station. Favorably recommended by the board to the company, who replied as in petition No. 366.

271.—George A. Williams and 23 residents of Ypsilanti, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform. Recommended by the board to the company, and the platform built.

272.—Phillip Rorke and 31 patrons of the station of Kellys, petitioners, vs. Great Northern Railway company.

A petition for a loading platform. Recommended by the board, and platform built by the company.

273.—John Schmidt, complainant and petitioner, vs. Northern Pacific Railway company.

A complaint that the Northern Pacific refused to grant him a site for a warehouse for the handling of coarse grains, after having first agreed to grant it. The company, when appealed to, agreed to grant the site on the same terms that others secured it.

274.—Ed. Pierce and 36 business men of the town of Sheldon, petitioners and complainants, vs. Northern Pacific Railway company.

A petition for a daily passenger train service on the Fargo & Southwestern, with sundry complaints of the service furnished. The matter was taken up before the management of the road, who agreed to restore the daily passenger service, at least during the busy fall season.

275.—W. A. Bartholomew and 27 citizens of Pingree, petitioners, vs. Northern Pacific Railway company.

A petition for a loading platform. Recommended by the board, and the platform was built.

276.—F. A. Dodge and 19 citizens of Edmunds, petitioners, vs. Northern Pacific Railroad company.

A petition for a loading platform. Recommended by the board, and the recommendation agreed to by the company.

277.—D. Bagemiel and others, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Durbin station. Recommended by the board, and built by the company.

278.—Messrs. Mitchell & Thomson, complainants and petitioners, vs. Northern Pacific Railway company.

A complaint of refusal to grant an elevator site after agreeing to do so. Acted upon as in the case of petition No. 373.

279.—August Affeldt and 33 other residents of Fessenden, petitioners, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A petition for a loading platform at Fessenden. Recommended by the board and built by the company.

280.—E. R. Howard and other citizens of Ellendale, complainants, vs. Chicago, Milwaukee & St. Paul Railway company.

A complaint that the defendant company did not give the statutory rate on hauling lignite coal. Upon being referred to the company they agreed to be governed in future by that rate.

281.—George Jacobson, Hickson, complainant, vs. Chicago, Milwaukee & St. Paul Railway company.

A complaint that the road refused to allow him a site for a portable elevator. Commissioner Stevens was delegated to investigate matter, and while investigating succeeded in adjusting the matter to the satisfaction of the complainant.

282.—August Regan, Fessenden, complainant, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A complaint of discrimination in distribution of cars, claiming that no shipments to Duluth or Superior would be accepted. Investigated by Commissioner Rasmussen and satisfactorily adjusted, the road withdrawing its discrimination.

283.—Ole C. Harland, Fingal, complainant, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway company.

A complaint of discrimination similar to complaint No. 382, and satisfactorily adjusted as in No. 382.

284.—F. L. Walker and 47 business men of Ellendale, petitioners, vs. Great Northern Railway company.

A petition for an order to have the defendant road put in a daily train service. Section 1, Chapter 103, of the Laws of 1893, makes the company itself the arbiter as to the necessity of such service, so that the board was powerless to do anything further than to recommend the petition favorably to the company, which recommendation they did not choose to accept.

285.—Citizens of Horace, petitioners, vs. Northern Pacific Railroad company.

A petition to have the company supply an agent and open up their depot at this point. The business at this point being deemed sufficient to warrant an agency, the board recommended it, and the road opened the depot and located an agent.

286.—Citizens of Davenport, petitioners, vs. Northern Pacific Railroad company.

A petition for another depot platform to be located on the north side of the track. The land on the south side was low and boggy, and almost impassable in wet weather. The board declined to recommend the additional platform, as an additional platform on the main track is not desirable, and would necessarily prevent a north sidetrack when the business of the station should demand it. Recommended, however, that a new crossing be made, and the driveway to the platform graded up. This recommendation was agreed to by Supt. Wilson, and the improvements supplied.

287.—Citizens of Perth, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Perth station. Recommended by the board, and agreed to by the company. The platform being built as recommended.

288.—The implement dealers of Fargo, petitioners, vs. Northern Pacific Railroad company and the Great Northern Railway company.

A petition to have an order served on the defendant companies to connect their lines at Fargo, and so furnish transfer facilities. Spurs of these roads pass within a few feet of each other, and the connection could easily be made. Transfers have now to be made at Moorhead. The petition was favorably considered by the

board, and taken up personally with the management of the two roads. Both declined to put in the connection, and the absence of necessary legislation made the board powerless to order the connection made.

289.—Citizens of the town of Clifford, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Clifford station. Recommended by the board and the platform built by the company.

290.—Citizens of Geneseo, petitioners, vs. Great Northern Railway company.

A petition for a loading platform at Geneseo station. Recommended by the board and the platform built by the company.

291.—Citizens of Abercrombie, petitioners, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for loading platform at Abercrombie station. Recommended by the board and, a substantial timber platform built by the company.

292.—W. C. Saunders, of Saunders station, petitioner, vs. Chicago, Milwaukee & St. Paul Railway company.

A petition for a loading platform. Recommended by the board, and the platform built by the company.

In addition to these complaints was a large mass of complaints during the past season of a lack of cars for grain shipment along the line of the Great Northern. It would not be profitable to include them here, all being alike, and all equally unsatisfactory to have adjusted, since the car blockade continued through the entire shipping season. There have also been many minor petitions and complaints adjusted informally, each of importance to the petitioner or complainant, but not of enough importance to be referred to in this report.

RECOMMENDATIONS.

Chapter 122, Session Laws of 1890, provides that the commissioners of railroads shall submit in their report such recommendations for changes of the laws as, in their judgment, will best serve the interests of the state.

The following recommendations are respectfully submitted:

Railroad legislation in this state has always been a popular subject for jesting. This condition has arisen mainly from two causes. One is the rather questionable treatment measures of this kind have received at the hands of past legislatures, and the other is the lack of sufficient information as to what legislation is needed to correct existing evils. This latter proposition deserves more than a passing notice, and the commissioners wish to give the results of their experience and information, believing that if the legislature will follow their recommendations it will lead to better results.

That phase of the question upon which there seems to be the greatest diversity of opinion relates to the power conferred, or that may be conferred, upon the railroad commissioners as an enforcing body. This is a fruitful theme for discussion at all times, but it has been given especial prominence by the work of the legislature of 1893. During that session several bills were introduced relating to various railroad subjects, a few of which became laws. These provided for their enforcement by other means than the commissioners of railroads. The board had no sympathy with these measures, believing them impracticable and uncalled for. However, this office interposed no objection to their passing and becoming laws, believing that its sphere was the enforcing of such laws as were made its duty to enforce, rather than lobbying for or against new legislation. The experience of the past two years has fully confirmed the position of the board. Such laws—ignoring the right of this office to enforce all railroad legislation—might as well not be enacted, so far as practical results are concerned. Every such law proved abortive. The coal rate law was declared unconstitutional by the attorney general; the law purporting to compel a daily train service was a mere farce, granting the roads themselves, instead of the commission and the courts, the right to determine when they should provide

such daily service; the Y law, and every other law passed that ignored the duties of this office in the enforcement, have been dead letters. The reason for this will be apparent to all. It is an illustration of the old adage that "what is everybody's business is nobody's business." When the enforcement of laws governing railroad matters is left to road supervisors, county commissioners, sheriffs or state's attorneys, it must in most cases prove a flat failure. Such officials will not incur the risk of an expensive lawsuit with a railroad company, even if they know the law they desire enforced is a just one. The board, therefore, feels that the enforcement of all laws for the regulation of common carriers should be by the state, rather than by local authorities, and the state's constitution impliedly provided that the machinery for such enforcement should be in this office.

The question that arises, then, is, can sufficient power be conferred by legislation, under our constitution, upon the board of commissioners of railroads to enable them to enforce such laws as may be passed, and such reasonable orders as they may choose to issue? We answer emphatically, yes! The assumption by some that because the constitution may be a possible bar to conferring full judicial powers upon the board therefore they cannot have power to enforce the laws is erroneous. Section 142 of the constitution in part reads as follows:

Provided, that appeal may be had to the courts of this state from the rates so fixed; but the rates fixed by the Legislative Assembly or board of railroad commissioners shall remain in full force pending the decision of the courts.

Could any one ask for a more ample or explicit provision in the constitution for conferring power upon the board? The board has consulted with many of the ablest attorneys in the state, and with one accord they agree that the Legislative Assembly may, under this provision, endow the board with all necessary power to carry into effect the laws for the regulation of railroads. And this position is endorsed unanimously by the commission compiling the state laws, and upon that assumption they have revised all railroad laws.

At the national convention of railroad commissioners in March, 1890, the following resolution was passed, receiving the hearty endorsement of that eminent lawyer and jurist, Judge Cooley:

That it is within the power of congress and the state legislatures to delegate the power of reasonable regulation of rates to boards of commissioners, and to make their acts and findings upon questions of fact, after fair legal opportunity to be heard, as conclusive and binding upon the courts as the findings and acts of other administrative officers.

The same method of enforcement can be and is employed in this state that is employed by the inter-state commerce commission in enforcing the inter-state commerce law. Inter-state Commerce Commissioner Knapp, in speaking upon this subject said: "No decision of any court has ever questioned for one moment the constitutionality

or propriety of the general practice involved in this act to regulate commerce." Yet the inter-state commerce commission does not claim to have judicial powers, depending upon the courts to enforce its orders. Even if the board had judicial powers their decisions could be appealed from to higher courts, where the cases would ultimately be decided. It is in fact an immaterial point whether the board has judicial powers or not, so far as its efficiency is concerned.

One thing is certain, the railroad companies have always recognized the authority of the board of this state to examine witnesses and pass upon the official acts of the companies and to issue orders that they were bound to recognize. This has been done upon several occasions, and the roads have always defended their case upon other grounds than that the board was exercising unconstitutional authority. In the face of such facts as these the commissioners deem it erratic to hold to other views than are here expressed. It will be time enough to look for other methods of administering the railroad laws when the courts of the state have decided that the commissioners have no standing in court under our constitution to enforce laws or their own orders. We have no fear of the courts entertaining such an opinion.

Still there are some who believe that the commission ought to be abolished altogether for the reason that it cannot be made more efficient. This follows naturally from the misconceptions that have already been considered. But the question deserves further consideration. It will not be denied that in an action with a railroad company the latter has the advantage. *They keep the books, and have all the technical knowledge.* They command the ablest counsel to be had, and every witness is an expert. In order to successfully combat their arguments and figures and testimony the prosecution must possess a technical knowledge of all the facts directly or indirectly surrounding the case. This would require a comprehensive knowledge of the cost of making, equipping and maintaining a road, a detailed knowledge of the methods of operating a road, all the intricate conditions that enter into the making of proper freight and passenger tariffs, the laws not only of this state but of other states, as well as the decisions of courts and railroad commissions. Then we ask in all fairness, is it reasonable to suppose that county officials or members of the legislature, no matter how intelligent or desirous they may be to do justice to both the roads and the people, can acquire in the short tenure of their office and in addition to the other more specific duties they have to perform, such technical knowledge as this? It is an absurdity. Such knowledge comes only with years of study under the most favorable conditions. With no officials to make railroad matters their especial study, and to collect information that can be utilized as evidence, our railroad laws could not be successfully enforced. The board is so firmly convinced of this that it joins heartily in the recommendation that was made by the commissioners of this state in

their report to the governor in 1890, pages 73 and 74, which we quote :

The commission is firmly of the opinion that the most satisfactory and best results of the board of commissioners can never be attained until there is a stability and permanency given to the board it does not now possess and cannot be conferred upon it under our present constitution. There is no other branch of the executive part of a state government that requires such an amount of practical experience and knowledge as that of commissioners of railroads. As long as the board is liable to a complete change every two years, the state cannot expect the best results.

In one term of office of two years, not even an elementary knowledge can be attained of the principles which govern or ought to govern the regulation and management of railroads.

To expect men taken from the mass of the people, without any previous special preparation to accomplish the best results in dealing with men who have made the subject a life study and special work is to expect almost an impossibility.

One of the most serious defects in our state constitution is that contained in Section 82, requiring the entire board of commissioners to be elected every two years. We cannot too earnestly recommend that the constitution be so amended that the board will always be composed of at least one experienced commissioner. We believe the term should be made six years, and one commissioner be elected every two years. If this is thought to be too long, the term could be made four years; two commissioners to be elected every alternate two years, and one commissioner every other two years. As the term of office of all of the present board expires this year, they cannot be accused of having any interest in this recommendation other than that of private citizens desirous of securing to the people of the state the greatest good from this important branch of our government, a lengthened term of office so arranged that the board will at all times retain at least one old member of the board will secure a degree of permanency and experience absolutely essential to the usefulness of the commission, and without which it cannot successfully be maintained.

After the experience of one term in this office the present board does not hesitate to say that unless the change is effected the state can never have a thoroughly efficient board, for by the time one board has acquired a sufficient knowledge of the duties of the office and the technical information of railroad matters to make them useful to the state, they are displaced by another board who have to cover the same period of incompetency, giving the state always an uninformed board, when by the change it would always have a competent and well informed board.

The board wishes to call the attention of the legislature to a serious omission in our present laws. About ninety per cent of the traffic in this state is inter-state traffic. The shipping of our great wheat and other farm products to the east, and all other traffic from points within the state to points without the state, and vice versa, constitute inter-state commerce, and is not subject to the laws of this state, nor can it be made so. The congressional act to regulate commerce covers cases of this kind. The conference called by this board at Fargo, asking for a reduction of freight rates on wheat from points in this state to terminal points in the east, was a case in question, and illustrates the helplessness of the board to render any as-

sistance. This can and should be remedied by providing for the board bringing matters of this kind before the inter-state commerce commission, on behalf of individuals who may make complaint. The law should make it the duty of the commission to prosecute cases of this kind before the inter-state commerce commission, when, in their judgment, the matter complained of constitutes a violation of the inter-state commerce act.

The legislative assembly of 1890 enacted a general railroad law that in the main was practical and enforceable. But from a misconception of the full scope of the act subsequent assemblies have enacted several measures that were intended to strengthen the original act. In every case they have proven a lamentable failure in themselves, and have seriously crippled the original act. The board is certain that if Chapter 122, of the Laws of 1890, was again legalized in its entirety, subject to such changes as the compilation commission recommend in their report to the legislature, and some subsequent acts were repealed, there would be no further complaint about the failure of our laws or the lack of work for the board of railroad commissioners. Therefore we would urge the repeal of Chapter 101, Laws of 1893, as worthless, and Chapter 103, of the same session, there being ample provision in the original act to cover the same subject matter. The same is true of Chapter 126, Laws of 1890, as amended by Chapter 105, Laws of 1893, it being both worthless and useless. These laws serve only to cumber the statutes and cripple the commission. We would recommend a change in the law covering the matter of loading platforms giving the commission full discretion as to height. There are places where a platform as contemplated by the law would be impracticable. An elevated driveway would better answer the demand.

A matter of convenience to the public would be the establishment of bulletin boards at all stations where agents are maintained, whereby the public would be kept informed of the movement of trains. Many complaints have reached this office of troublesome and costly delays and much inconvenience through the inability of passengers to obtain reliable information of the probable time of arrival and departure of trains, particularly delayed and branch line accommodation trains, the latter of which are always more or less irregular in their time schedule.

Chapter 126, Laws of 1891, makes it the duty of the commissioners of railroads to supervise the handling, weighing and storage of grain and seeds. Section 5 provides for the proprietors and operators of public warehouses filing a bond with the board to the state of North Dakota to protect holders of outstanding storage tickets.

The present board, as well as their predecessors, have experienced considerable difficulty in getting the owners or operators of warehouses to comply promptly with the law. The negligence on the part of the warehouse operators increases considerably the work and expense of this office, and we would recommend that in addition

to giving a bond the warehouse be licensed, and a fee charged for each license issued. No warehouse should be permitted to operate until it has filed its bond and paid the fee and received its license. We would recommend that a fee of two dollars be paid for all houses with a capacity of 10,000 bushels or less, and a fee of three dollars for all houses of more than 10,000 bushels capacity. There are between 500 and 600 warehouses operated in the state, and by licensing them the state would receive from \$1,200 to \$1,500, sufficient to defray the clerical and other expense connected with the supervision of the elevators of the state.

Chapter 61, Laws of 1893, provided for the erection of a state elevator at some terminal point on the lakes. This law became inoperative from several causes, and it is doubtful if such a scheme could be carried through successfully, though there is no doubt but what if it could it would be the means of saving thousands of dollars to the farmers of this state. On account of the failure of the project and knowing the importance to the farmers of this state of finding some solution of the grain shipping and marketing problem, the commissioners decided to make a thorough investigation of the whole matter. Accordingly the board went to West Superior to examine the system in use for inspecting and weighing grain. They found all the conditions excellent for receiving grain, ample yards where the cars of grain are set out for inspection, large, well-protected elevators for receiving and storing grain, equipped with the best of appliances for handling the grain with dispatch. The board cannot praise too highly the facilities and natural advantages this port has for receiving and exporting grain.

The board had received several complaints from shippers about short weights at terminal points, and they are satisfied that the complaints are well founded. The railroad officials refuse to be responsible, claiming that the loss if any has arisen from other causes than their negligence, while consignees say it is due to leakage of cars at sidings before reaching its destination. It is quite a serious matter, and the responsibility should be fixed somewhere.

That phase of the question which overshadows all others in its importance is the inspection and grading of our wheat. It touches every farmer in the state. The board is satisfied that a system could be put in operation by this state at Wisconsin and Michigan terminal points that would be more just to North Dakota farmers. All grain shipped to Superior or Duluth is inspected by the Minnesota inspectors upon Wisconsin soil. Wisconsin has no law providing for the inspection of grain. The present West Superior inspection is not a legal one, technically speaking. The Minnesota inspectors do not claim that it is. They are there by courtesy, or perhaps more properly, by toleration on the part of the grain men of West Superior until such time as a better system is devised.

How does the present system affect the farmers of North Dakota? The cost of inspecting and weighing grain is 50 cents per

car, which is collected from the shipper, or more properly the producer. Suppose that with an average crop 20,000,000 bushels of our wheat reaches the lake ports. The receipts from inspecting and weighing this amount would be about \$16,000, which is turned into the treasury of Minnesota. Farmers of North Dakota have paid this bill each year, but they have not had one word to say about the inspection, nor has this state derived any revenue from it. This, however is insignificant compared with the greater loss by mixing and grading. Wheat from several states reaches these ports and is graded as best it can. Of necessity the very best quality must be used to hold up that which is not so good. The softer wheat from many more southern points is inevitably mixed with the harder wheat of the northern points. The result, of course, is to the detriment of the northern wheat. Another source of degeneracy in grades is what is known in the vernacular of the grain trade as "skin grades," that is, grades that have come from milling points, where the very best has been retained by the millers and the remainder sent on. These grades must again be held up by the better wheat at the lake ports.

The board is satisfied that by these various processes of mixing and skimming grades the farmers of North Dakota lose from three to five cents a bushel on all of their best grades of wheat.

What do we get in exchange for all this loss? Not even a name. The grain carries to the world the certificate of Minnesota inspection as Minnesota wheat. Would it not be better for us to have our choice wheat shipped directly to terminal points and there inspected under regulations prescribed by this state, to carry with it to the markets of the world North Dakota grades? If our wheat could reach the great markets of the east in its original purity, carrying the stamp of our own state, the trade would soon recognize its superior merit, and our wheat would command a premium, as does Manitoba wheat, which has inspection of its own, and commands a premium over Minnesota wheat.

The board does not intend any reflection upon the Minnesota inspection as such. The results mentioned are the outcome of trade and physical conditions. We are aware that the opinion of the Minnesota inspectors is opposed to that expressed here, that in their judgment North Dakota wheat does not suffer under Minnesota inspection, and is not, in fact, in any way superior to Minnesota wheat. But this board stoutly maintains the unfairness of our farmers paying so much for an inspection over which they have absolutely no control, and which could, if others chose, be used to discriminate against them. Even supposing Minnesota grain to be superior to North Dakota's hard wheat, why should Minnesota be so anxious to suffer the burden of carrying our supposed inferior wheat? This board believes that a North Dakota inspection would be an incentive to North Dakota farmers to improve their wheat product, and eventually, if

not at once, establish our No. 1 hard wheat at a premium of any Minnesota grades.

All of this can be accomplished, and with practically no expense to the state. The grain handlers of West Superior would be willing and anxious to have North Dakota inspection. It is for their interest to have it, that they may build up a reputation for their city as furnishing the best quality of grain to be had for the export trade, which they recognize our wheat to be. In consideration of this advantage to them they would be willing to make some concessions to this state, so that a part of the fee for inspection would be turned into our state treasury—enough at least to defray the expense necessary in establishing a system of supervisory inspection by this state. North Dakota grades would be established and maintained so as to fully protect the interests of North Dakota farmers. Other ports in Wisconsin and Michigan, especially at Gladstone, Mich., where no state inspection controls, could no doubt be arranged with on the above plan. The board has assurances that such arrangements can be made. The board knows no obstacle in the way of adopting this system, other than can be met by the legislature.

The board should be empowered to appoint inspectors at all terminal points that are not controlled by local or state inspections, and when any board of trade, or other body of grain dealers, will assure the board that they will co-operate with them in establishing North Dakota grades. The inspection would be legal, being under the direct control of the local board of trade, the charter of which gives them power to inspect grain. Our inspection would necessarily be supervisory, to see that grades were maintained under all circumstances.

The board believes that an arrangement like this would secure to the farmers of this state as good results as though the state owned its own terminal elevators, and at the same time accomplish the end sought by a previous attempt to establish North Dakota grades. For that reason this plan is recommended for consideration by the Legislative Assembly.

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